

**GENERAL AND OVERSIGHT BRIEFING RELATING TO
DEVELOPMENTS NEAR MANASSAS NATIONAL
BATTLEFIELD**

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HEARING
BEFORE THE
SUBCOMMITTEE ON
NATIONAL PARKS AND RECREATION
OF THE
COMMITTEE ON
INTERIOR AND INSULAR AFFAIRS
HOUSE OF REPRESENTATIVES
NINETY-THIRD CONGRESS
FIRST SESSION

HEARING HELD IN WASHINGTON, D.C.
APRIL 3, 1973

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GENERAL AND OVERSIGHT BRIEFING RELATING TO DEVELOPMENTS NEAR MANASSAS NATIONAL BAT- TLEFIELD

TUESDAY, APRIL 3, 1973

HOUSE OF REPRESENTATIVES,
SUBCOMMITTEE ON NATIONAL PARKS AND RECREATION
OF THE COMMITTEE ON INTERIOR AND INSULAR AFFAIRS,
Washington, D.C.

The subcommittee met, pursuant to recess, at 10 a.m., in room 1302, Longworth House Office Building, Hon. Roy A. Taylor (chairman of the subcommittee) presiding.

Mr. TAYLOR. The subcommittee on National Parks and Recreation will convene. At the last meeting of the Subcommittee on National Parks and Recreation, one witness testified concerning the theme park which is being planned adjacent to the existing Manassas National Battlefield in Prince William County, Va. At that time, several members of the subcommittee were of the opinion that this was not a good location for the park. Since that time, some of the Members have visited the site. We had an opportunity to see the location of the whole development.

Today we will hear statements first from officials of Marriott's Corp., because we would like to know just what is planned; then we will hear from officials from the National Park Service, and then from the public witnesses.

Now, it is not our function to determine how lands should be zoned, it is not our function to determine whether or not this development will stimulate the local economy, and it is not our function to determine the effect that it might have on the sewage treatment facilities. These are matters which will be left to State and local units of government. Our only function in this case is to determine what effect this development, if it occurs, would have on the national battlefield; and if it appears it will have a detrimental effect on the battlefield, then we want to know what action the National Park Service is taking, or can take, to protect the area.

Naturally we are hopeful that the county officials will take every possible precaution to protection the battlefield. We would hope that the Marriott Corp., if it come in, would do all they could to see that the values are protected.

I will point out that we have no legislation before us. This is in the nature of an oversight hearing so that we can secure information that will be helpful in the future.

Our first witness is Mr. David Brown, vice president of the Marriott Corp.

**STATEMENT OF DAVID L. BROWN, VICE PRESIDENT, THE
MARRIOTT CORP.**

Mr. BROWN. Mr. Chairman, members of the subcommittee, I am the vice president of the Theme Park Division of the Marriott Corp., and as such I am responsible for the development, and eventually the operation, of the proposed theme park to be known as Marriott's Great America. In this particular case, the park is to be located in the vicinity of Manassas, Va.

Since the idea of constructing the theme park first became a subject of discussion at the Marriott Corp., we have done a great deal of research in regard to this particular industry. I spent 2 years evaluating the industry, becoming acquainted with the other operations throughout the United States that are similar in nature to that which we propose. I think it is important at this point to emphasize first off, the difference between a theme park and what many of us remember as an old-fashioned amusement park. Theme parks are a relatively new development in the United States, having started some 18 years ago. At the present time there are only about 14 of these in existence in the country, the first of those parks having been Disneyland in southern California. There is another one, Walt Disney World, which, along with Disneyland, serves as what we would term, and is termed within the industry, a national park.

In addition to that there are 12 regional parks which presently exist in the United States and some 9 or 10 others in the planning stages. The regional parks include such parks as the newly opened Carrowing, Mr. Chairman, in your own home State; the newly opened 1 year ago, Kings Island Park in your home State, Congressman Seiberling.

Theme parks are different from amusement parks in that the rides which are in the park are subordinated to the environment which surrounds them. The rides are no longer the important factor in a theme park. The important factor is an overall ambience or entertainment factor which is offered to the guests at a theme park.

These 12 or 14 theme parks which exist in the United States have all been planned so as to make that theme within the park the important thing. All the rides, all of the entertainment features, the restaurants in operation, the merchandise facilities within a theme park are planned so as to carry out the theme, architecturally, through costuming, artifacts, decor, even the background music that is used, are all intended to carry out the particular theme that has been chosen.

In the case of Marriott's Great America we have chosen a theme of great America. We intend to honor or celebrate the great things that make the United States. We intend to, through the theming, again, through the decor, architectural style, and so forth, produce within this Theme Park a number of sections, each representing a geographic part of the United States. Those sections will be at the point in time some years back. It may be the turn of the century; it may be earlier, in some cases. The intention will be to give our guests an opportunity to participate in what might be called living history, an opportunity

to see things and to be involved in things that played a part in the development of our country.

Marriott's Great America will consist of about 80 acres of developed ground on which the Theme Park will be located. Marriott owns approximately 550 acres, and the 80 acres will be within those boundaries. In addition to the 80 acres of Theme Park, there will be a parking area for the automobiles of the visitors. We propose at a later date there will be a hotel built on these grounds which will take another 15 acres, or approximately that amount. We propose further that at a later date there might be a specialty shopping center which would be an enclosed shopping center of a very unique nature having facilities within it somewhat similar to Colonial Williamsburg where artists, artisans, and craftsmen will do their kind of work and put it on display to our guests. However, that specialty shopping center and the hotel operation will be for later years.

We anticipate it may be as much as 5 years and possibly as much as 10 years before the economics of the situation would enable us to build those two facilities. We do propose to build the Theme Park, however, upon approval of all of our necessary requirements so that it might hopefully be opened by approximately the Spring of 1976. We have also earmarked approximately 185 acres of our total 550 for development as an industrial park and we have requested zoning for that particular acreage that we might use that for light industry, research and development type of facility, office-type facilities, for one- and two-story buildings in a highly or heavily landscaped atmosphere. That particular development would be one which would start at the earliest time that utilities might be available for it and would be completed over a period of several years. Probably it would take as much as 10 years for the development of the industrial parks on an annual increment of about 20 acres per year.

We are very aware of the fact that this project that we are proposing has created a great deal of concern on the part of a number of citizens in the immediate area of the project. Our project site was selected some time ago on the basis of its measurement toward a set of criteria that are unique for the development or the selection of the site for theme parks. At that time, when that particular site was suggested to us, we had no awareness that it was as close as it is to the Manassas National Battlefield Park. We, in fact, gave no particular thought to the fact that the National Battlefield Park existed there at that time, but rather measured the site versus the normal criteria against which we measured some 130 sites that were offered to us.

Upon agreeing among ourselves and with our consultants that the site measured up to our needs insofar as its characteristics were concerned, we then began to give thought to the Manassas National Battlefield Park and its proximity. At that time, we came to the conclusion that our project would not be affected, either pro or con, by the presence of the National Battlefield Park, and that by the same token, that the National Battlefield Park would not be affected by our project. We felt that if there were any effect, it would be an effect to the extent that the Battlefield Park would probably have an increase in attendance.

We anticipate that the attendance at the two parks, the Marriott Theme Park and the National Battlefield Park will, in many cases, represent the same individuals; people who will spend an hour or two in one and possibly several more hours in the theme park. At that time, when we began to realize that there was a potential for impact, we made contact with the National Battlefield Park Superintendent and arranged to have a meeting with him. He was accompanied at that time by the Virginia State director of the Park Service and other officials. We had two meetings with them to discuss their concerns in regard to the project, to answer their questions.

At the initial meeting, they presented to us a list of concerns. At the second meeting, we responded to that list of concerns in some detail. Subsequent to that, we have had a number of telephone conversations with various individuals in regard to various questions and clarifications of those questions.

As recently as approximately 10 days ago, I summarized a number of those questions and answers in a letter to Mr. Charles Marshall, who is the Virginia State director of the Park Service. I believe in that letter, and in our conversations, we have answered reasonably well, the concerns that were voiced by the officials. We believe that the obvious concerns, the ones that were discussed, had responsible answers from Marriott Corp.

We know the access and the traffic factor is a very important factor and one that should rightfully concern everyone who thinks in terms of the impact of this kind of a project. We know that the National Battlefield Park, last year, in the last calendar year, had an attendance of approximately the same amount that we expect to have in 1976 at the Marriott project. We know that that attendance was handled during the last year by a highway system which consists of the primary artery of I-66 which is a four-lane divided highway; and secondary, but very important to the battlefield, arteries of Routes 234, and 29-211, both of which are single lane in either direction roads, two-lane roads. Those roads have handled that traffic, nearly 2 million visitors, with reasonable ease. There have not been the kind of problems that many people might assume would accompany that kind of attendance.

In the case of the Marriott project, we expect to handle this traffic almost totally by way of Interstate 66, Interstate 66 being that four-lane road which serves directly to the front of Marriott's site. We have requested from the State of Virginia approval for the construction of an interchange on I-66 which would serve the Marriott's site. That approval has not been granted, but it is being considered by the State of Virginia.

In recent weeks we had two other similar projects, one in California and one in Illinois, and we have been granted approval for one interchange for one of those and are approximately 90 percent toward the approval of the second one for the second park. We see no reason why it should not be granted in the State of Virginia, and we're hopeful that it will be.

We anticipate that 85 or 87 percent of our attendance will arrive via I-66 and that that will be the major way for reaching our site. We do anticipate that some people who visit the battlefield park may

then wish to drive down the road 2 miles to our site, and that they might do so by way of 29-211 which would be a very natural move on their part, since the battlefield is to the north side of our site.

We do not propose to build our project unless the interchange on Interstate 66 is built. We do not propose to add our traffic impact to that impact from the battlefield park. We simply do not want our entrance on 29-211, do not request that it be there, have no desire that it be there.

I am sure there is concern on the part of the National Park Service representative in regard to the impact of our visitors. I would like to point out that this regional park operation which will be catering to this metropolitan area, Baltimore and Washington, of some 5 million visitors and another 5 million residents and another 5 million visitors who stay overnight in the area as tourists. We anticipate that these will largely be people who will come to our park for 1 day of visit. This is the actual fact or the actual count in the other theme parks which exist.

We know that the attendance at the other parks does not run over to a second day, other than in the case of the two Disney parks which are national attractions and which are so large in size that it is almost impossible to take in all of their facilities in 1 day's time. We know that there are only two theme parks in the United States which have campgrounds facilities in conjunction with them. We are willing, and have suggested to the National Park Service, however, that in the event that campers become a problem in the immediate area—and they are not a problem today—but should they become a problem to the extent that they are greater in number than the facilities which are available—we are perfectly willing, given the approval by the county, to build and operate a campground for recreation vehicles. We proposed to the Park Service that we will monitor that particular situation, and that in the event of a need for it, we will have the land reserved and will be very happy to have it placed in use for that purpose.

There is still another problem which I think has been discussed in some detail by ourselves and the Park Service representatives and has been brought up by various citizens in the area, and that is in regard to the possible pollution problem in that area, and I think this is pollution of varying kinds. We know, as a result of the testimony which was given to the subcommittee a week ago, that a veritable parade of horrors was proposed to you as the probable results of this kind of an operation.

We know, however, that these things are not true, that the regional park operations elsewhere in the country do not have these so-called horrors as a result of their operation. We have no reason to believe that they would occur here, for the first time. There are no such problems as waste being littered throughout the area, rodents, vermin and other things that were mentioned in that testimony a week ago. Insofar as automobile pollution is concerned, we recognize fully that there will be a large number of automobiles, but the number of automobiles are not greater, we do not expect that they will be greater than the number of automobiles which presently visit the national battlefield parks.

We do know that the air monitoring service for this particular district—and I am not certain off-hand the exact name of that organization, but it is an official organization—has given a clean bill to our proposed project, they have evaluated it, they have taken testimony from us, and have as a result of that recommended to Prince William County that they have no objection to the project, that they do not anticipate that our project will present any kind of a problem. Pollution levels, air pollution levels in the county are a very, very minute fraction of the allowable levels set by EPA.

I think we have addressed ourselves to a number of these problems of concern in a responsible sort of a fashion. We have attempted to answer all of the questions that were placed before us and I think that we have given responses to all the questions that were given to us.

We know that there is one other concern by some people and that is with regard to the impact on the area from the standpoint of crime, and I would just like to mention that there will be no impact, again, if measurement of the other 12 regional theme parks is a fair measurement. We know that the police chiefs, the sheriffs and the mayors in every city in which a regional theme park is operated have indicated to us that they have had no increase in crime whatsoever in their communities as a result of having a theme park. Not one of them has had to add one officer, not one vehicle, not one new piece of equipment. In every case, they state that their costs of policing their communities are no greater as a result of having a theme park, simply because the theme park has not created any problems. In the case of the mayors, they have all indicated to us—and this is without exception—that these particular facilities in their communities have become an asset to the community, and if given the opportunity to make the decision once again there is no question that they would choose to have a theme park in their community.

There has been talk that this kind of an operation would produce an influx of migrant labor and this could be a very undesirable factor, quite obviously. I would like to comment that we will be providing approximately 1,500 jobs for youth in the area. This is approximately the same as at Six Flags Over Texas, Six Flags Over Georgia, and several of the other parks. In addition to those jobs which will be filled by the youth the high school and college age students in the immediate area, there will be about 250 to 300 full-time jobs that will be filled largely by personnel from that immediate community.

Approximately two dozen of the jobs will be filled by specialists who will be brought in from within the theme park industry and that would not be readily available in the particular community, but we do anticipate that the jobs are not the kind of jobs that are filled by migrant labor. There is no migrant labor problem in any of the communities in which regional theme parks are operated. As a result of that, there are no social problems that might accompany the influx of migrant labor. There are, in fact, probably less social problems in the community as a result of the fact that 1,500 youngsters are taken off the streets during the summertime and given an opportunity for a very gainful employment at a very high level of pay and under excellent working conditions.

I think that the final point that I would like to make is the fact that we are very much prepared and have agreed with the Park Service to devote some 200 acres—I am sorry, 200 feet of property on the perimeter of our site as a buffer shielding our site from the national battlefield park as well as other residences and so forth in the area. It is every bit as important for us to have that shielding from the outside as it is for the outside to be shielded from us. The creation of the environment or the atmosphere or the mood that we seek within the theme park would be impossible if we had to cope with the sights and sounds of the seventies. We cannot take our guests back in time to the Gay Nineties in rural America if we are going to have all the sights and sounds of the fastmoving seventies on our immediate perimeter.

As a result, it is absolutely essential for us to buffer ourselves from the outside. We know that, however, in particular, on the north and east sides of our site which are the two sides that border on the national battlefield park, and which as some of you gentlemen had an opportunity to observe last week there is a very heavily wooded area. We do not propose to disturb that area whatsoever, but rather to leave it intact as it is today.

In addition to that, we will encourage it, through proper land management and through the addition of more trees where necessary in order to insure we do have that buffer.

I have stood, as have several of you and many of the people in this audience, on the national battlefield park, particularly at the monument to the 14th Brooklyn Regiment, and we have noted from that viewpoint that there is no way that you can see into the park, into the park site that we are proposing. The trees are very dense, they are very tall, and it would be utterly impossible for one at that high point to observe anything happening within the proposed theme park. We intend for it to stay that way, and in fact, we make the point that separating that monument area and the theme park are a number of houses owned by private individuals which are actually enjoying an excellent view of those monuments, but from the monuments, I would question whether or not the view was as good.

We are prepared to work with the National Park Service as well as with all of our neighbors in the immediate area to evaluate our plans on a continuing basis with them, to accept their suggestions and recommendations, and within any kind of reason, to follow those recommendations.

We hope to be and believe we can be good neighbors, not only for the individual residents in the area, but for the battlefield as well. We think that we can be, in fact, a very positive complement to the battlefield, and we have every intention of being that kind of good neighbor.

Thank you very much.

Mr. TAYLOR. Does that complete your statement?

Mr. BROWN. Yes, sir.

Mr. TAYLOR. We thank you very much for this information.

In the absence of objection, a copy of your entire statement will be placed in the record at this point.

[The prepared statement of Mr. Brown follows:]

STATEMENT BY DAVID L. BROWN, VICE PRESIDENT OF THE MARRIOTT CORPORATION

Mr. Chairman, members of the subcommittee, my name is David Brown. I am Vice President of the Theme Park Division of Marriott Corporation. I welcome the opportunity to appear before you today to discuss our plans to build Marriott's Great America, a theme park in the vicinity of Manassas, Virginia.

Since the idea of constructing these theme parks was first conceived, Marriott Corporation has been aware that there would be concerns expressed as to the effect of the park on the environment of any area in which it was to be located. In this day and age, such concerns are not only to be expected but are justifiable and welcome. We are concerned, too, about the environment in which our employees will be working and the communities in which they live.

The selection of this specific site for the project was made on the basis of various criteria which have been largely applied to all such theme park projects. Proximity to this or any other National Park or other historic facility was not one of the factors. This site finally selected was evaluated solely on its merits as a theme park site, and only after such preliminary approval was the nearby Manassas National Battlefield Park then considered. It was felt to have no detrimental effects on the theme park, and few positive effects as well. By the same token, careful evaluation convinced us that the theme park would have the same relationship to the Battlefield Park—no detrimental effects on it, though possibly some positive effects by way of encouraging more citizens to visit and enjoy the historic park. Fully recognizing the importance of not in any way defiling or desecrating this immense National Park, we moved forward with a final internal approval for the project.

It was this awareness which led us to initiate a whole series of independent studies of every aspect of possible impact. These studies have been made available to the public and to this subcommittee. Your close review of them is welcomed, for they support our belief that not only will the park not produce an adverse impact on the Manassas area environment, but to the contrary, it will be both environmentally desirable and economically beneficial to the community.

Neither were we unaware of the interest which would be generated as a result of the park's proximity to the Manassas National Battlefield Park, an interest which gave impetus to this hearing. Some weeks ago, at our initiative, we visited on two occasions with Mr. Russell Berry, Superintendent of the Battlefield Park, and Mr. Charles S. Marshall, Director of the Virginia State Office of the National Park Service, Department of the Interior, to acquaint them with our plans and to avoid any adverse impact on the park. Discussion of their questions and concerns were held in some depth. Such direct communication fully belies Mr. Simpich's self-lauding statement of "what I cannot understand is why I have to be asking these questions, when Assistant Secretary Reed and Mr. Walker are being *paid* to do so" (emphasis is original). One is led to believe that Clark Kent has just emerged from a phone booth with a large "S" emblazoned on his chest and cape.

On March 21 of this year, I wrote to Mr. Marshall and discussed a number of specific questions which had been raised by the Service about the theme park. A copy of that letter is appended to this statement.

We sincerely believe we have addressed ourselves responsibly to these matters and that the theme park, by its very nature and with the incorporation of many recommendations with respect to environmental protection which have been made to us will be a desirable educational and recreational facility. A continuing dialogue between the Park Service, Marriott, and its environmental and other consultants is assured.

It might be helpful at this point to give you a very brief and general description of the Theme Park. In so doing perhaps I can turn aside the "parade of horrors" which was presented to this subcommittee two weeks ago by Mr. Frederick Simpich, who conjured up a whole series of possibilities which have been specifically and almost wholly negated in our conversations with the County and the Park Service.

Marriott's Great America is not proposed to be an "amusement park" in the tradition of Coney Island. Neither is it anything on so grand a scale as Walt Disney World. It will be a seasonally operated Theme Park built around six historic areas and periods of our national history—an old New England Seaport, the

New Orleans French Market, the Great Southwest, the frontier Yukon, a Rural American Country Town, and a turn-of-the-century Midwest area. There will be a limited number of rides, each worked into the themes and landscaping of the park. There will be educational and entertaining and historically accurate exhibits and performances designed to acquaint visitors with the life and customs of each area. Craft shops, similar to Colonial Williamsburg, will exhibit native skills and sell authentic crafts. Finally, themed restaurants will cater to the needs of the visitors who will spend nearly a full day in the park.

The theme park will be very similar in its general concept to the "Carowinds" park which has just opened in your home state, Mr. Chairman, or to "Kings Island" which opened one year ago in the home state of Congressman Sieberling, of this committee. I know both to be universally well regarded in their areas.

Our environmental consultants and the theme park's architects have assured us that the theme park can be located within the Marriott site, utilizing natural terrain and growth and some manmade buffers in such a manner as to completely shut out the view and sounds of the area around the park. This means, of course, that the outside world will also be shielded from the sights and sounds within the park. Some of you visited the site last week and so you are aware of the extent to which the park site is presently hidden from view to those standing on the battlefield. We have pledged ourselves to maintaining this natural buffer, and have indicated our willingness to the Park Service to perpetually maintain a wooded, 200 foot buffer for this purpose. There shall be no cost to the Park Service for this buffer.

May I now address myself to what I suspect are your major concerns. Again, these matters were taken up with Mr. Berry and Mr. Marshall but I reiterate the assurances and information I gave them.

The engineers and consultants who prepared our traffic studies assure us that 87% of the theme park's visitors will arrive and depart by U.S. Route 66, an interstate artery. The remainder will arrive on local highways which are determined adequate to handle such traffic. Contrary to what Mr. Simpich told you, we do not require that route 29/211 be made into a four lane road which would further divide the park. His suggestion that historic old houses may have to be removed is wholly without any basis in fact, and would seem to be wielded as a "scare tactic." We do see some merit in a very short extension of the four lane section due north of the site, for safety purposes, but such improvement will only be made upon mutual agreement by the Park Service, and if done, would be on land which is part of the Marriott site.

We do know that an interchange will be needed on I-66. We not only hope it will be provided but we know that unless it is, there can be no theme park. We simply will not build the theme park if such an interchange cannot be assured.

Marriott's expected number of visitors is 2 million people per year. This will *not mean* an additional 2 million people using the roads. Many of our visitors will be people also visiting the National Battlefield Park. Our expected visitors should be approximately the same as the number of persons who passed thru the Battlefield Park last year. There will be a great deal of duplication. Beyond this, I would expect—and I think you should welcome the possibility—that we may cause an increased number of people to visit the Battlefield and acquaint themselves with this part of our nation's history as well. Certainly this is the purpose of having National Parks. I might note, incidentally, that this number of automobiles (approximately equal to those which the theme park expects) were handled on the existing route 234/I-66 interchange and on the two lane route 234 and two lane route 29/211. No massive traffic jams occurred on I-66 as a result, just as they will not result from the Marriott park, some two miles further distant.

Mr. Simpich also raises the spectre of rampant crime and unchecked peripheral development around the park site. He states that "Marriott foresees no upsurge of new businesses in the vicinity of the National Park." "This may be true, but if true, I suspect it will be contrary to the experience of every other amusement park of its kind in the United States." His "suspicions" are of course to be wholly discounted in the light of actual fact and objective analysis of those other parks.

Barton-Aschmann Associates, a reputable national firm of Land Planners, has not only surveyed our site but has made a detailed study of peripheral de-

velopment around six other parks in America, including Disneyland and Disney World, both of which are markedly different from our proposed park in that they are year-round operations.

The Barton-Aschmann study concludes that undesirable peripheral development has not taken place as a result of the other seasonal parks and will not take place here. Of the many reasons given, three are most compelling. First, it is uneconomical to build around a regional theme park, particularly when the park itself will cater to the main requirements, that being food. Secondly, and even more important, the County can by the wise use of its powers prevent undesirable growth in these areas. Thirdly, careful and objective analysis of surrounding land ownership, zoning categories, accessibility, and utilities availabilities verifies that exceptionally little of the land lends itself to such development.

The suggestion that crime will run rampant is equally ludicrous. The park is to be some distance from those areas where the incidence of crime is high. Unless one assumes the population of Manassas to be a potentially felonious lot, the likelihood of serious crime is remote.

The felon would have to get to the site. Then he would have to pay the six dollar admission fee—which is to be the only charge—other than for food, drink and purchases—made to patrons. Such crime increases simply have not taken place at other sites and will not take place here.

We have compiled a file of correspondence from Mayors and Chiefs of Police in the communities served by other theme parks which supports our position that there is no resulting increase in crime or other socially undesirable factors. This file has been made available to the county officials in Prince William County. These verify in fact, that no added police costs whatsoever have arisen as the result of a regional theme park in the community.

We do not expect a great many campers at the site because of the location of the theme park and the nature of our market. The overwhelming majority of visitors to a seasonal theme park are normally persons living within a one day driving radius of the park. To be sure, since Washington is a major tourist center, many visitors to the theme park will be from beyond this 100 mile radius. However, market analysts tell us that these people will most likely stay in Washington and make a one day side trip to our park.

In any event, should it develop that campsites are necessary, we could provide them on land far removed from the developed Battlefield and have so indicated our willingness to the Park Service. It is interesting to note that only one of the nation's ten regional theme parks has seen a need to operate a campers facility.

We have asked permission to construct one structure of up to 350 feet in height. This will be a park landmark, of a type and final height not yet determined. It is our belief that our distance from the Battlefield proper, coupled with proper site placement of a tastefully designed structure should present little or no undesirable visual problem for Battlefield visitors. We have indicated to the Park Service our willingness to review these plans with the Service and we are hopeful a mutually satisfactory plan can be worked out.

Mr. Simpich also spoke of "an influx of migrant laborers" and "a rise in V.D., tuberculosis, sickness and personal injury." Had he studied the impact material supplied the county, he would see how preposterous this is. It is our intention that at most, two or three dozen management specialists will have to be brought in to operate the park. The rest of the 250 full time employees will be local citizens. We have pledged to the County that the 1500 part time student employees will be recruited to the maximum extent possible from the local area. This has been the successful method of filling the seasonal jobs in the other regional theme parks, and neither advertising nor personnel recruiting out of the area has been necessary. All verify that migrants or itinerants are not a problem at all.

The irresponsible suggestion of Mr. Simpich that armies of rodents and vermin will take over the whole area hardly deserves serious attention, but I will again refer you to the detailed studies which have been made of the existing parks across the land. His assertion that "a main purpose will be to gorge their guests" amounts to old-fashioned grand standing with semantics.

Mr. Simpich also treats the subject of "Historic Significance of the Land to be Taken". As elsewhere in his testimony, he takes great "artists liberty" with fact. Whether through negligence (which would be surprising from a legally trained representative for such an excellent organization), or with deliberation, he has

misrepresented history far more than it deserves, even after 110 years. The movement of battles by as much as one and one-half miles, so as to place them on the Marriott site is truly inexcusable.

In preference to Mr. Simpich's hand-drawn and inaccurate map, we prefer to refer directly to the official publication, *Manassas (Bull Run)*, by Francis F. Wilshin, as distributed by the National Park Service, Historical Handbook Series No. 15. Still another source, *Bull Run Remembers*, by Joseph Mills Hanson, lately Superintendent, Manassas National Battlefield Park, verifies that Mr. Simpich has put forward a somewhat distorted knowledge of history.

Both references make clear that no battles were fought on the Marriott site, which clearly answers Mr. Simpich's question on page 9 of his testimony as to why the National Park Service has not purchased the property. Clearly the Park Service recognizes that National ownership of lands of historic significance is indeed important, but that eventually a line of demarcation must be drawn—indeed this *entire* Metropolitan area is of "historic significance", but it could not logically all be enclosed within a government fence.

The question at hand is whether private enterprise may purchase and conscientiously develop lands that are not coveted by the Federal Government. The exact same area in point has already been encroached upon by private citizens, without previous complaint by either Mr. Simpich, his organization, or the Federal Government. Such encroachment includes construction of homes and various outbuildings of a somewhat haphazard nature—all *within full and unobstructed sight* of the Battlefield Park property. The question of a right to further development *entirely out of sight* of that same Battlefield Park seems almost within the realm of ridiculousness.

I will be happy to answer other questions you may have. May I say in closing, however, that we propose to build a theme park tastefully designed, ecologically unobjectionable, economically beneficial to the area of Prince William County. It will be responsibly planned to provide a wholesome, educational and entertaining family recreational facility. There is no reason why such a facility, highlighting various aspects of our rich traditions and culture, should not perfectly complement the Manassas National Battlefield Park.

MARRIOTT CORP.,
March 21, 1973.

Mr. CHARLES S. MARSHALL,
Director, Virginia State Office,
National Park Service, Richmond, Va.

DEAR MR. MARSHALL: I would like to confirm to you certain information which we have previously discussed regarding the proposed Marriott's Great America. As you know, it will be located somewhat near one corner of the Manassas National Battlefield Park.

Our site will be reached principally via I-66, which is the only totally unobstructed route from I-495, the Capital Beltway. Our consultants project that 85% of our guests will arrive from the east, and 10% from the west, via that route. Five percent will be from within the county, and will travel on local roads, as they do at present.

We believe it essential that an interchange be constructed on I-66 in the immediate area of our project. We will not construct and open the theme park until such an interchange is in fact a reality, with its completion necessarily coinciding with or preceding the theme park opening.

The long-considered "Third Beltway" has had an interchange ideally located to serve our site, and we foresee no reason why such should not be constructed, even if the Third Beltway is not fully completed for many years. Construction of a portion of it could, however, serve as a form of "Manassas By-Pass", which would be very beneficial to the Battlefield, or so I understand from you. It seems logical for our mutual best interest, that combined emphasis should be placed upon obtaining this interchange and portion of highway.

We do not require that route 29/211 be improved to four lanes through the Battlefield, regardless of rumors to the effect that we do. We do see some merit in a possible very short extension of the four lane section due north of our site, for safety purposes. If done, it would be either on our land or on right-of-way already owned by the state. Such improvement request would, however, be made only upon mutual agreement with you as to its desirability. We antici-

pate that 29/211 will be used almost solely by those visitors who wish to visit both the Battlefield and the theme park.

As you know, we have requested county approval of a single structure of up to 350 feet in height. In that the design of the park has not been done, we do not know what that structure might be. It is common for today's theme parks to have some form of "landmark" structure, such as Disney's Matterhorn and Castle in their two parks, Six Flags Over Texas' Oil Derrick Observation Tower, or Carowind's (Charlotte, N.C.) needle observation tower.

It is our belief that our distance from the Battlefield proper, coupled with proper site placement of a tastefully designed structure should present little or no undesirable visual problem for Battlefield visitors. We are willing to review our plans for this with you as they develop, and are hopeful that reasonable flexibility on our part will result in a plan that will be mutually satisfactory.

You have expressed a concern as to a potential problem of recreation vehicle campers attempting to use Battlefield property or roadways for campsites. First of all, I should emphasize the belief of our outside economic consultants that attendance at our theme park will consist of two basic categories: those who live within a one day driving distance and who will return home at the end of the day of visitation to our park, and secondly, tourists who are already visiting the Washington area and who may include a day visit to our facility. In itself, this "regional" theme park will not have the attraction or drawing power of a "national" theme park, such as the Disney parks. The fact that five similar parks will be operative between New Jersey and Williamsburg will tend to more than meet the needs of both residents and tourists in the Mid-Atlantic region. We will simply not be pulling people from long distances.

We do anticipate that possible about one in ten of the tourists to the area may choose to visit us. This would be about equivalent in numbers to those who *registered* at the Battlefield Park last year. There is every reason to believe that there will be much duplication between visitors to both parks. Insofar as campers are concerned, we believe they will tend to frequent locations which are more central, so that they may make several short day trips to various area sights. It is possible that because of the origin of our visitors and the slightly remote location relative to the city, that there will be no real increase in campers beyond the rather amazing growth that camping is enjoying regardless of a Marriott project.

Marriott will be willing to reserve acreage for several years, that could in the event of local need, be developed as an RV campground. We will monitor the area regularly, and should there be a need, could seek county approval for such an operation. If we were to build such a facility, we can assure that it will be of a rustic nature, yet fine quality.

We are quite willing to leave a substantial buffer between any development and the roads which separate our site from the Battlefield property lines. This will be in its present generally undeveloped and wooded state, and will be supplemented where necessary with additional landscaping or berming, as appropriate.

The very nature of our project depends upon retention of the natural environment, plus enhancement of it through ample landscape expenditure and skillful land management. A landscaping and forestry crew of around twenty-five men will be on the permanent Marriott staff. It is just as essential for us to be shut out from the outside world as it may seem for us to be out of sight of the modern world. We believe that proper architectural planning, with firm commitment by the owners to doing what is right can produce a handsome park. It will be far less dense and much more carefully considered than would be any equivalent size residential development.

We believe there is no reason why Marriott's Great American should not perfectly complement the Manassas National Battlefield Park. We are available at your request to discuss any phase of our project. During our planning stages, we would like to regularly review our plans with you or Mr. Berry, and would value your continuing suggestions as to how we can assure compatibility between these neighboring public service facilities.

Sincerely,

DAVID L. BROWN,
Vice President, Theme Park Division.

Mr. TAYLOR. How does the proposal compare with the plan that you had for Howard County, Md.?

Mr. BROWN. It is considerably smaller. Congressman Taylor. The project that we had in mind for Howard County, Md., was to have been built on an 850-acre site, of which approximately 450 acres would have been developed for theme attractions. In this case, again, we are proposing 80 acres for that particular use.

We anticipated having an attendance in Howard County of some 6½ million visitors; in Prince William County, we anticipate 2 million visitors. It is a rather major difference in scale.

Mr. TAYLOR. Well, you planned a camping area there. Why did you change your plans?

Mr. BROWN. We planned a camping area in Howard County because we were located on Interstate 94, rather Interstate 95, and we felt that the traffic which goes up and down that particular highway would warrant such a facility. We do not believe, and our analysts do not believe, that there is that kind of camping traffic on I-66 at this time.

Mr. TAYLOR. Now, you suggested that you will probably have about 2 million visitors annually, but had you constructed the park in Howard County, Md., you estimated you might have 6 million visitors?

Mr. BROWN. Yes.

Mr. TAYLOR. Well, how do you arrive at these totals?

Mr. BROWN. These totals are prepared for us by a firm based in Los Angeles, Calif., Economic Research Associates. They have an office here in the Washington area, in Chicago, in Brussels, Belgium, and elsewhere. They have made a specialty of evaluating the economics of recreation facilities for some 18 years. They have done the economic research work for virtually every theme park that exists today.

As a result of that, they have a great deal of information as to markets and market penetrations, the types of markets and so forth. To the best of their ability, they have made these projections for us. We find that their—

Mr. TAYLOR. They made them, but on what basis are they made? Why do you say that there are 6 million there and only 2 million here?

Mr. BROWN. Well, in the case of Howard County, we proposed what was the combination of three individual parks located side by side, each being a different type of theme attraction, and this would have been a combination of the attendance at all of those.

Mr. TAYLOR. Then you state that you will not proceed unless you have an interchange from I-66?

Mr. BROWN. That is correct.

Mr. TAYLOR. In visiting the area, I quickly reached the conclusion in my own mind that it would be tragic to try to crowd the existing road system.

Mr. BROWN. I agree with you.

Mr. TAYLOR. Well, so I would agree with you that an interchange is essential for public safety and convenience.

Now, have you any assurance—any reason to believe—that the interchange will be constructed, especially considering that the State

of Virginia, according to press releases, has stated that it has no money and has no plans to build one?

Mr. BROWN. Well, based upon press releases, with all deference to the good people of the press that are present here, we believe that the press is not the place where these types of decisions are made. We think they are made by responsible officials who must evaluate responsible information, and we do know that the State of Virginia is doing that at this time.

Mr. TAYLOR. Well, just one more question.

If the zoning is changed and your request is approved by the county officials, what will be your next step? Will you proceed then to exercise the options?

Mr. BROWN. Yes. We are required—in fact, we have a somewhat tight time schedule in that regard. Some of our options are due to expire momentarily, and in at least two cases, the individuals who have placed this land on option to us have refused to renew those options. As a consequence, we will be forced to pick up the options or purchase the land and then proceed to continue to attempt to acquire the necessary services.

Mr. TAYLOR. You will be exercising these options even before the interchange is assured. Is that correct?

Mr. BROWN. Yes. That is a business gamble that we must take.

Mr. TAYLOR. But you still state positively to this committee that there will be no construction of an amusement park unless an interchange is approved and constructed?

Mr. BROWN. Yes, that is correct.

Mr. TAYLOR. Yes, the gentleman from Texas? I might state that we have to operate under the 5-minute rule.

Mr. KAZEN. Mr. Chairman, I ask that we go off the record for just a second.

Mr. TAYLOR. Yes, this is off the record.

[Discussion off the record.]

Mr. TAYLOR. The gentlemen from Texas.

Mr. KAZEN. Thank you, Mr. Chairman.

Mr. Brown, I have not had an opportunity to visit the site. I was not fortunate enough to go last week. Is this land where the park is supposed to be built lower or higher ground than the battlefield?

Mr. BROWN. It varies in its topography. I would say that probably—and I am just approximating—two-thirds of the land is lower than the battlefield and probably one-third is about on the same height as some of the battlefield in the rather immediate area.

Mr. KAZEN. So if you had a 350-foot structure, it would be sticking out, though? It would be visible from all over?

Mr. BROWN. First of all, I would note that the area that we have designated for the theme park is in the lower area of the site and that there are some exceptionally heavy wooded areas in that particular area. We do not believe that this would be an easy-to-see thing.

We do not propose, however—and I would like to make this clear—that that structure will necessarily be 350 feet tall. We have asked the county for an exception allowing a maximum height of 350 feet, but in that the structure has not been determined, has not been de-

signed in any way, we do not really know that it will be that high. It may well be considerably lower.

We have suggested to the Park Service officials that we would be very happy to work with them to make certain that this particular structure, whatever it might be, would be compatible with the area.

Mr. KAZEN. I think the chairman set out at the beginning of the hearing the committee's interest. We have no jurisdiction as to whether it should or should not be placed there. Our concern is the effect that it would have on the park, that is on the battlefield.

Mr. BROWN. Yes, sir.

Mr. KAZEN. So whatever we say and do, as far as I am concerned, my questions and my feelings will be relative to our duties and not whether the park should go in or should not go in. I personally enjoy these theme parks all over the country, but then, I have nothing to do with the selection of sites.

I am considerably worried about the traffic impact, and Mr. Chairman, went into the matter of the interchange on that highway.

Mr. BROWN. Yes, sir.

Mr. KAZEN. I have visited the battlefield many times, and in the summertime it would be a tragedy to have any backups along those routes because of the heat and also because of the tremendous load of people that would be going there in one day. Now, you have indicated that the people who would visit the park would be there 1 day, that they would use a 1-day trip to go specifically to the park.

Mr. BROWN. Yes.

Mr. KAZEN. What do you estimate, or what figure do you use, as far as the same number—or the same people going to the battlefield as go to the park?

Mr. BROWN. I believe that this is a subjective judgment on our part and the part of our consultants that the individual who might be a visitor to the theme park, as he drives out from Washington, toward the site, would pass the intersection of Route 234, which is the turnoff to the battlefield which is very well marked by way of interstate quality signs indicating that the battlefield exists there. If that individual has in fact come out to visit the Great America Park, he may well earmark in his mind that point that the battlefield does exist there and may plan to stop there on his way back into town, or to come back on still another day for a visit to the battlefield.

We anticipate again that approximately 20 percent of our attendance will be tourists in this area who will have come to visit the various monuments, battlefields, and so forth, the things that Washington is so famous for.

Mr. KAZEN. In other words, your contention is that more people would go to the park than would to the battlefield?

Mr. BROWN. Well, we think it is about the same. We know that last year the actual visitor registrations at the battlefield were approximately 800,000 people and it has been estimated by the officials that at least that many more visited the battlefield without registering at the visitor center.

I would anticipate that all of that is true, and possibly more. In addition to that, Conway Robinson Memorial State Park is immediately down the highway which draws still another large number of persons to the area, so I think it is a reasonable assumption that about

2 million are already visiting that area and that is the number we anticipate.

Mr. KAZEN. Thank you, very much.

Mr. TAYLOR. The gentleman from Kansas.

Mr. SKUBITZ. Mr. Brown, why did Marriott give up on the Howard site?

Mr. BROWN. We had proposed in Howard County the adoption of a new ordinance which would have created a new zone in the county. This was suggested to us as the proper thing to do in that particular case because they had a precedent in the county for having created new zones for the new zones for the new town of Columbia and for the General Electric Appliance Park. It was suggested to us that we should submit to them a new ordinance for a new zone.

We did that, and that is what they voted on. The case of Marriott's proposal to build a theme park in Howard County was never voted on, but they did turn down—

Mr. SKUBITZ. What was the zoning?

Mr. BROWN. Was the absolute creation of the new zone.

Mr. SKUBITZ. Time is limited: what sort of zoning were you after?

Mr. BROWN. We were after what they would have called an entertainment center zone.

Mr. SKUBITZ. And would you say that the fact that they voted against an entertainment zone indicated that they did not want the park in the area?

Mr. BROWN. Not necessarily; we had been advised by a number of individuals there that they might well have received a favorable vote had we applied under an existing zone.

Mr. SKUBITZ. Could you have built it without the change in the zoning?

Mr. BROWN. Looking back, our hindsight tells us we probably could have qualified under existing business zones.

Mr. SKUBITZ. But at the moment you thought you could not build it without a change in the zoning law.

Mr. BROWN. We were advised, very frankly, by individuals in the county government to do this in that they had this precedent.

Mr. SKUBITZ. What was the vote on the zoning proviso?

Mr. BROWN. The announced vote was 5 to nothing.

Mr. SKUBITZ. Five to nothing.

[NOTE.—The decision of the Howard County Zoning Board follows:]

[Case No. 602]

IN THE MATTER OF THE MARRIOTT CORP. FOR AN AMENDMENT TO THE ZONING
REGULATIONS OF HOWARD COUNTY

(Before the Howard County Zoning Board)

DECISION AND ORDER

The Petition of the Marriott Corporation for an amendment to the Zoning Regulations of Howard County so as to create an "Entertainment Center" District was heard by the Zoning Board on June 13, 14, 16 and August 1, 2, 3, 4, 1972. All of the hearings began at 7:30 P.M. Notice of the time and place of the first hearing was properly advertised in accordance with the requirements of the Howard County Code.

The petitioner was represented by Norman P. Ramsey, Esquire; Charles E. Hogg, Esquire; David E. Belcher, Esquire; Stephen D. Langhoff, Esquire and Stephen A. West, Esquire. Protestants were represented by William R. Hymes, Esquire; Stephen Sachs, Esquire and George W. Constable, Esquire. All members of the Board were present at each hearing and all participated in the decision.

Petitioner made a very convincing case for the short term economic benefit and advantages which would accrue to the County and its residents by a Theme Park, but we are unconvinced the long range benefits would outweigh the long range disadvantages, evidence of which was forcefully presented by the protestants.

After considering all of the testimony and evidence adduced at the hearings and the Planning Board Report, the Zoning Board makes findings as follows:

1. The possible locations in Howard County which could accommodate an Entertainment Center or Theme Park are few and are limited to large sites near interstate highways with good access to and from the highway network.

2. If a Theme Park were constructed and developed on any of these possible sites, it would adversely affect the surrounding and vicinal properties and would overload public facilities such as highways, public protection services, and waste disposal facilities.

3. A Theme Park, if developed any place in the County, would be incompatible with and not harmonious with the Comprehensive General Plan of Development adopted by the County and would not encourage the most appropriate use of the County's land and other resources.

Therefore, the Board is of the opinion that to amend the Zoning Regulations so as to permit Entertainment Center development would not promote the public welfare, health and safety and thus would not be in the public interest.

For the above reasons, it is this 21st day of September, 1972, by the Zoning Board of Howard County

ORDERED that the Petition of Marriott Corporation be and it is hereby DENIED.

HOWARD COUNTY ZONING BOARD,
JAMES M. HOLWAY.
EDWARD L. COCHRAN.
CHARLES E. MILLER.
WILLIAM S. HANNA.
RIDGELY JONES.

Attest:

BERNARD F. MURPHY, *Secretary*.

Mr. BROWN. It is my understanding that during the hearings there were differences.

Mr. SKUBITZ. Now you have said that you expected 6 million people at Howard and someone suggested that there will be 2 million people at this park. I do not quite understand the reason for that.

Mr. BROWN. We proposed in Howard County to build a complex of theme parks. We proposed to build, side by side, three separate parks, and those particular parks were to have a total attendance of some 6 million visitors.

Mr. SKUBITZ. You think that 2 million will come to see one park and leave and another 2 million will come to the second park, and the third 2 million to the third park?

Mr. BROWN. There was a doubling of count involved in the actual bodies would have been less than 6 million people, but paid attendance at the three facilities would have totaled about 6 million.

Mr. SKUBITZ. You estimate there are 1,600,000 people that visit Manassas battlefield annually—

Mr. BROWN. I do not estimate that. That comes from the Park Service, sir.

Mr. SKUBITZ. If that is true and you estimate 2 million coming to your area, that would be about 3,600,000.

Mr. BROWN. To the extent that they were all different individuals, that would be true.

Mr. SKUBITZ. I am looking at your approximate land allocation. For the theme park you have 90 acres, reserved for the theme park, 75 acres, so that is a total of 165 acres for the theme park.

Mr. BROWN. That is correct.

Mr. SKUBITZ. But you have 178 acres for a light industrial park.

Mr. BROWN. That is correct.

Mr. SKUBITZ. Is this going to become the site of an industrial park for light industry?

Mr. BROWN. Yes, sir. We have asked that that particular portion of the site be zoned for light industrial development.

Mr. SKUBITZ. And we could have a community develop out there of workers. Is that correct? That would work in the—

Mr. BROWN. No, we don't anticipate a community other than it would be a typical, light industrial park.

Mr. SKUBITZ. It could be done. It could be done as a housing project out in this area?

Mr. BROWN. Not on our site, sir.

Mr. SKUBITZ. Well, on somebody else's site?

Mr. BROWN. Well, that I couldn't answer.

Mr. SKUBITZ. And you think that will improve the Manassas battlefield site or not?

Mr. BROWN. I would have to point out that that particular area is an exceptionally fast growing area. The area immediately adjacent to the main portion of the Manassas Battlefield Park, down Route 234, is possibly one of the fastest growing residential communities in the entire metropolitan area.

Mr. SKUBITZ. How far away is that site from the park?

Mr. BROWN. That's closer than we are, sir.

Mr. SKUBITZ. You state that this is not to be an amusement park?

Mr. BROWN. Yes, sir.

Mr. SKUBITZ. Will there be any rides of any sort?

Mr. BROWN. Yes, there will be rides, and the rides would be themed into the particular park. In many cases, they're totally hidden within buildings that are part of that theme that we're carrying out.

Mr. SKUBITZ. What sort of rides will you provide?

Mr. BROWN. Well, there would be a variety, mostly of rides that—the only way I can describe them is that they would be similar to the rides at Six Flags Over Texas or Six Flags Over Georgia, Copperland, and other similar theme parks.

They are, in most cases, covered by some type of a structure. In the New England section, for example—

Mr. SKUBITZ. Well, my time has expired.

One more question, Mr. Chairman. I noticed in reading through Mr. Brown's statement, that crime will not run rampant.

Is this correct?

Mr. BROWN. This is correct.

Mr. SKUBITZ. And I think you say the reasons for that is that only people who have \$6 will get into the park. Do you think that's the real thing that will stop crime?

Mr. BROWN. I don't believe that that's the only reason. I think that's a contributing factor.

Mr. TAYLOR. The gentleman from Ohio.

Mr. SEIBERLING. Thank you, Mr. Chairman.

Would it be correct to say this is the opening round of the third battle of Manassas?

Mr. BROWN. It's been characterized as that.

Mr. SEIBERLING. I'm, of course, concerned about the impact of the traffic on the national park area. There have been various estimates, and of course, the director of the park estimated that there would be about 4 to 6 million people, which is twice as large, at least, as the number you have estimated would be brought by the theme park.

Mr. BROWN. If I could respond to that, sir. I believe that that is the result of what was an assumption originally that we were transferring the Howard County project in total to Prince William County.

Mr. SEIBERLING. Well, thank you.

In your statement, you mentioned the fact that Marriott foresees no upsurge of new businesses in the vicinity of the national park. And you point out that this hasn't happened around other theme parks.

But after all, you are yourself planning an industrial park as part of this project, and that will be on the same property as the theme park, and only a short distance from the national park.

Isn't that bound to develop an upsurge of new business?

Mr. BROWN. I would anticipate that the industrial park will develop such a thing; however, I would like to point out, directly across Interstate 66 is a 350-acre industrial park owned by the Southern Railway, which is also to be developed.

Mr. SEIBERLING. Well, that's on the other side of the interstate highway.

Mr. BROWN. Well, it's within 100 feet of our site.

Mr. SEIBERLING. Well, it's still on the other side of the interstate highway.

Mr. BROWN. Yes, sir.

Mr. SEIBERLING. I must confess a certain degree of frustration with this whole issue, and perhaps it's something that would be equally well addressed by the Environmental Subcommittee of the Interior Committee, which is holding hearings the same afternoon on national land-use plans, because the issue that's raised by this development is not only an issue as to the effect on a national park, but the issue as to what sort of planning we should be able to do to control developments that are incompatible with other major public investments, of which the national park certainly is one.

I just wonder how you would react to the idea that perhaps sound planning would indicate that there should not be intensive development on the fringes of a park of this character, particularly considering its historical as well as its topographical features.

Mr. BROWN. I think we're very much concerned, as everyone is, with preservation of the historical character of that particular park. I think we feel, and our land planners feel, however, that there must be a line of demarcation somewhere to the end of the preserve areas.

We might well preserve the entire metropolitan area for that matter, because it all has great historical character to it. In this particular case, we do not propose to build what I would consider an intensive type of development on this land.

We are proposing to build a very green, parklike setting.

Mr. SEIBERLING. Well, that's not true of the industrial park.

Mr. BROWN. Well, even the industrial park through the kinds of covenants and restrictions that we propose to put on it would be very much of that type of a park; however, as I pointed out, industrial development does seem to be scheduled for that immediate area in any event.

Mr. SEIBERLING. Well, it is a question of how far you go, but it just strikes me that there is some lack in our planning capabilities when these things happen without anybody in advance reviewing the thing, and deciding where buffer zones should be, and where developments should take place.

That's part of the problem we are wrestling with here, and I don't think we're anywhere near solving it.

Mr. TAYLOR. The gentleman's time has expired.

The gentleman from California, Mr. Clausen.

Mr. CLAUSEN. Just a couple of brief questions.

The map itself is a little bit ambiguous, and I want to clarify the general location of the site.

Mr. BROWN. Is this the red map, sir? The Park Service map?

Mr. CLAUSEN. It's this map here. Well, is the site itself immediately contiguous to Route 66?

Mr. BROWN. Yes, it is.

Mr. CLAUSEN. And also is it contiguous to State Route 211?

Mr. BROWN. Yes, it is.

Mr. CLAUSEN. All right.

Earlier in your statement, you said that you would subordinate the theme park to the surrounding area, and this, of course, was related to the blending with the surrounding environment.

What extent do you subordinate? I wonder if you could clarify that a little bit.

Mr. BROWN. I think it's possible through proper landscape and architectural planning to subordinate that part, so it is in fact—the theme park, so that it is in fact out of sight of the other facilities on the perimeter of the theme park. This is a matter of plantings, of landscaping, of the use of berms and so forth.

This has been done in other locations in the recent theme parks, which have been developed—incidentally, by the same architects who are proposed to design our facilities for us.

Mr. CLAUSEN. Are you suggesting then that a part of your scenic buffer zone would take that into account?

Mr. BROWN. Yes, that the scenic buffer zone can, in fact, serve the purpose of a very definite separation.

Mr. CLAUSEN. Is that part of your current plan?

Mr. BROWN. Yes, it is.

Mr. TAYLOR. The gentleman from Utah?

Mr. OWENS. I just wanted to ask that—to note your assurance that there would be no VD running rampant there either. That's very encouraging.

Mr. BROWN. Yes.

Mr. OWENS. I just wanted to ask about this 350-foot structure that you talked about. Do I gather from your testimony that that's negotiable? How much importance do you place on that—

Mr. BROWN. It seems to be the custom in all theme parks to have some type of a landmark structure. In our particular case, we have not designed one. We have no ideas at this time as to what it might be.

It is very definitely negotiable certainly between ourselves and the Park Service.

Mr. OWENS. Well, that clearly would be visible, would it not, from most portions of the battlefield?

Mr. BROWN. Well, if it were 350 feet, it might well be. Again, the placement of it on the site would be very important to that, to minimizing its impact.

I very strongly suspect that it would be something less than 350 feet; however, I don't know of any that run that high.

Mr. OWENS. That would require local zoning variance, I assume?

Mr. BROWN. Yes, it would, and that is what we have requested from the county.

Mr. OWENS. Thank you.

I have no further questions, Mr. Chairman.

Mr. TAYLOR. The gentleman from California, Mr. Ketchum.

Mr. KETCHUM. No questions.

Mr. TAYLOR. Gentleman from the Virgin Islands; Mr. de Lugo.

Mr. DE LUGO. Mr. Brown, approximately how tall are the trees between the park and the proposed development site?

Mr. BROWN. Well, I'm not very good at estimating. I suppose they're in the vicinity of 60 to 80 feet tall.

Mr. DE LUGO. Now, that's for the information of those members that were not on the site. The site of the battlefield that we visited is high ground looking down at the Marriott area.

Mr. BROWN. Yes.

Mr. DE LUGO. You requested a zoning variance to allow you to build structures up to 100 feet tall, and one structure that we've spoken about, 350 feet tall.

Now, how do you expect to hide this from the battlefield?

Mr. BROWN. We think that, again, that the particular area that we had selected for the construction of the theme park as such out of the total 550 acres is a relatively low area, that it will in fact give us a leg up on that particular height situation.

We think that these are structures of 100 feet tall, which we're suggesting, will blend in to the immediate environment as they have in a number of other parks. They will be probably one to three in number. They will be of a nature similar to a telephone pole for the purpose of holding a ride, called the Skyride, which is something like a ski lift, which goes up and across and down on the other side of the theme park.

This particular ride exists in all theme parks in the United States.

Mr. DE LUGO. I've only got 5 minutes, so let me come back to this. Is there any commitment in writing to the effect that Marriott will maintain a 200-foot forested buffer, because this was mentioned when we visited the site, between the battlefield and the theme park?

Mr. BROWN. Yes, we have made such a commitment to the Park Service in a letter dated March 21.

Mr. DE LUGO. Now, I have one other question. This is the question of the 350-foot park tower. Isn't it a fact that the whole purpose of this 350-foot identification mark is so that it can be seen from the furthest possible distance and used as a beacon?

Mr. BROWN. As a general rule, these landmark facilities are intended to be aimed at—

Mr. DE LUGO. It would defeat its own purpose if you hid it so you're going to make it as tall as you possibly can.

Mr. BROWN. Not necessarily.

Mr. DE LUGO. Then why build it at all?

Mr. BROWN. The intention will be to aim that particular theme toward the I-66 side of the park, the arriving side for those visitors.

Mr. DE LUGO. I have one other question. You stated that regarding interchange, that responsible officials would be replying to Marriott, and there was some comment about press releases. As I recall reading the reports in the press they were not based on press releases. Perhaps I'm wrong, and you'll refresh my memory.

But wasn't that an official response from an official of the Virginia Highway Commission replying to an official inquiry from Marriott?

Mr. BROWN. No, sir, it was not. That was said to be a letter to an individual citizen within the county. I can only tell you that the State of Virginia is currently considering the request.

Mr. DE LUGO. Well, who made that reply?

Mr. BROWN. I'm told that it was a Mr. Fugate, who was in the highway system of the State of Virginia.

Mr. DE LUGO. He's a responsible official in the State of Virginia?

Mr. BROWN. Yes, he is.

Mr. TAYLOR. The gentleman from Kansas.

Mr. SEBELIUS. No questions.

Mr. TAYLOR. The gentleman from New York.

Mr. BINGHAM. Thank you, Mr. Chairman.

In your statement, you suggest that the location of this site next to the battlefield is pure accident.

Mr. BROWN. Yes, it is to the extent that as we searched for a site for this particular project, a number of realtors and other individuals offered land to us. This particular site was suggested to us by a realty firm, and it measured up to our criteria for this particular type of a project.

It then became apparent that it was near the battlefield, but until that time, we had no such knowledge.

Mr. BINGHAM. Wasn't it a particularly desirable site from your point of view because of the fact that you would be benefitting by the people that naturally go to the battlefield?

Mr. BROWN. Well, we have projected attendance based upon a market penetration of this particular market that we have to serve, rather than upon the battlefield as such. We think that we must stand on our own merits; no matter where we locate this facility, it will draw a certain number of people probably no more or no less.

Mr. BINGHAM. Why is it part of your proposal to have an industrial park?

Mr. BROWN. We recognize the fact that the county is in need of an improved tax base, and that as a result of that kind of desire and our belief that our company can obtain some high quality tenants for an industrial park, we felt that it would be a plus for the county for us to offer such a combination.

This has been done in a number of other theme park locations.

Mr. BINGHAM. Would it be fair to say, then, that this was done as an inducement to the county to approve your proposal of the theme park?

Mr. BROWN. I think that's certainly an inducement to the county to look upon the tax base as a result from this entire project.

Mr. BINGHAM. The gentleman will yield.

Mr. TAYLOR. He has a couple of minutes left.

Mr. SEIBERLING. The American Institute of Architects has recommended that communities and States acquire all land near interchanges and other new public projects on the fringes of our urban centers, and then resell it for development of an industrial, or commercial, or even a residential nature; so that the public, rather than developer, gains the benefit of the increase in the value of land that results whenever important public installations are placed, whether they be parks or some other type of installation.

And I must say that the situation before us is one more indication that perhaps we ought to move in that direction, and allow no development by private industry near major public projects, except on land that is acquired by the State for development. That would stop the incentive for people to move in on the fringe of places like national parks because of the windfall advantages that would accrue to them.

Would you be willing to tell the committee how much Marriott Corp. paid an acre on the average for this land, and how much they expect to sell it at for industrial development?

Mr. BROWN. We have no knowledge as to what it might sell for for industrial development at this time. It's with the unknown quantity of the industrial development, when it might be starting and so forth. It's very difficult to determine.

Mr. SEIBERLING. Would you be willing to inform us what the average price per acre that Marriott would pay for the land?

Mr. BROWN. Approximately \$5,000 per acre.

Mr. SEIBERLING. \$5,000 an acre.

Thank you very much.

Mr. TAYLOR. The gentleman from Texas.

Mr. STEELMAN. No questions.

Mr. TAYLOR. The gentleman from Ohio.

Mr. REGULA. No questions.

Mr. TAYLOR. The gentleman from Pennsylvania.

Mr. SAYLOR. I have no objections to our committee room being subject to taking pictures, but when the cameras aren't working for the benefit of the eyes of those who are not members of the Hundred Club and subject to this gaze all the time, I would suggest that when the cameras aren't working, they turn the lights off.

So you folks that are doing this might get a little bit more favorable consideration.

Mr. TAYLOR. We appreciate your comment.

Now let me say, remotely ask, Mr. Brown, did you write the statement that appears here?

Mr. BROWN. Yes, sir.

Mr. SAYLOR. Well, as a member of this committee, I don't appreciate your humor, because I see that you now compare somebody whom I don't know with Clark Kent, who just emerged from a phone booth

with a large S engraved on his chest and cape, and I don't know who you are referring to, and care less.

This doesn't enhance your position, or the position of your company.

In my opinion, to come before us here in making statements of that sort with regard to anybody, if you can't sell this project on its own merits, you are never going to sell it on degrading anybody else.

Mr. BROWN. Point well taken, sir.

Mr. SAYLOR. Now, have you been to the Gettysburg battlefield lately?

Mr. BROWN. Yes, sir.

Mr. SAYLOR. How do you like that monstrosity that was just built up there, that is 350 feet high?

Mr. BROWN. Well, I haven't seen that, since it has been under construction, of course, it is not up yet.

Mr. SAYLOR. It's not up yet? It is in the process of being built, and the people in that area tried to keep a 350-foot structure from being built, and you say that you are going to build one that is 350 feet high, and that you are going to beam it toward the oncoming traffic.

How do you beam a 350-foot tower?

Mr. BROWN. I would have to say it is a matter of site placements, and its relationship to the existing terrain.

Mr. SAYLOR. Well, I am no engineer, sir, but I learned a long time ago in a one-room country school that two plus two are always four.

You tell me that you have got a 20-foot berm on the perimeter and it is going to block a 350-foot tower, and maybe in Marriott mathematics, that is possible. But it certainly isn't possible in the area where I come from.

Now, can you tell me how that is going to be done?

Mr. BROWN. Yes.

I would like to note that we are not talking only in terms of the 20-foot berm. We are in fact talking about an existing amount of wooded areas on that particular site, which extend, as I have stated earlier, to probably some 60 to 80 feet, maybe taller in some cases, and it is a matter of how they are in relation to the passing motorists, and the pedestrian that might be in the area.

Mr. SAYLOR. Now, you are also going to build a couple of structures out there that are going to be 100 feet high. Now, that is going to be higher than any tree that is around there in that area; is it?

Mr. BROWN. Higher than probably most of the trees there, but much lower than the high tension utility wires that go through the property.

Mr. SAYLOR. All right; it's still going to be seen from the high part of this park; is it not?

Mr. BROWN. I do not believe so, sir.

Mr. SAYLOR. Well, then, if you have stood on a different part of that battlefield than I have, because I went out there a long time ago when I first heard of this, and I took a look through this entire area before I knew this committee was going to hold this hearing.

If you can tell me how you are ever going to build a 100-foot building that won't show up from the high part of that battlefield, your

engineers and your landscape architects have something that I don't think any member of this committee knows anything about.

Mr. BROWN. I would like to note that it will not be a building, sir. It will be a telephone pole type of structure, a single pole up in the air to hold guide wires.

Mr. SAYLOR. Now, you are going to sell a portion of this land, you say, for an industrial complex. How much of the land are you going to sell for an industrial complex?

Mr. BROWN. Approximately 180 acres.

Mr. SAYLOR. And have you decided which section of the 500-odd acres you are going to sell for industrial purposes?

Mr. BROWN. Yes, we have.

Mr. SAYLOR. Do you have any idea what kind of industry will move into that area?

Mr. BROWN. Yes, we have an idea as to what it would be. We have requested light industrial zoning from the county, which would preclude many uses, and enable certain limited uses. They would be research and development type facilities, office type facilities, and so forth.

Mr. SAYLOR. There are no facilities of that sort, make or description anywhere in that neighborhood right now, are there?

Mr. BROWN. As close as Dulles Airport, which is about 15 miles away.

Mr. SAYLOR. And 15 miles away, if they put an industrial site up, you certainly couldn't see it from the Manassas battlefield; could you?

Mr. BROWN. Well, I wouldn't think so.

Mr. SAYLOR. Of course, I don't know. We are getting strange eyesight out there. Clark Kent may be out there. I don't know who he is, but he is an unusual individual, yes.

Mr. STEELMAN. Well, if the gentleman will yield, I notice on this question of the industrial park that 34.7 percent of the total will be reserved for a light industrial park as opposed to 17.5 percent of the theme park. That would lead one to believe that this would be primarily an industrial park as opposed to a theme park.

Mr. BROWN. The balance of the land would be developed or not developed as the case would be—would be left in the natural state.

We have reserved a certain amount for a hotel, for a specialty shopping center, probably a total of 25 acres for those two uses, and a parking area, and the balance would remain as it is today.

Mr. STEELMAN. Well, I see that. But a full one third of this is to be industrial park, and a lesser—and lesser percentages for these other things that you have listed here. I was not aware that there was any industrial development in that area at this point.

If there was not, then it would seem to be a major escalation in industrial development.

Mr. BROWN. Well, there is an IBM plant in the very near proximity to this site, a very large, growing plant. There is a 350-acre industrial site which has been zoned, directly across the highway from this site, so there is industry coming to that area.

Mr. SAYLOR. Now, Mr. Brown, do you know whether the firm of Barton Aschman Associates has ever made a survey of the people who would attend or visit the Manassas battlefield?

Mr. BROWN. I don't know the answer to that, sir.

Mr. SAYLOR. Well, has the Marriott Corp. made a survey of the type of people who attend or visit the Manassas battlefield?

Mr. BROWN. I think we have attempted to evaluate that. We have talked to the battlefield park people. We have spent a great deal of time in the area, making such observations.

Mr. SAYLOR. Have you not noticed when you went there that those who come to Manassas are usually older persons, and that if they come with children, very few of them come with small children? Most of them come with children who are in high school and have studied something about the Civil War, and they are interested in learning a little bit about history.

That has been my observation over the years, as I have gone out to Manassas battlefield.

Now, most of the people that you are going to entice, of the 2 million that you expect to get out there, are people who are going to come to an amusement park, and if it is going to be like the other ones that you have referred to—I've watched the people that come there, and these are fathers and mothers of comparatively young children.

They are the ones who come with smaller children who are interested in seeing the Disneyland type of development. They are interested in seeing the rides for their children. They are interested in seeing this kind of a development, and I can tell you that I respectfully disagree with the firm of Barton Aschman Associates, that the 2 million people that you expect to be there will be the same 2 million people that go to Manassas battlefield, because they are not the same type of people. They are coming for two entirely different purposes.

I would like you to comment on that.

Mr. BROWN. I believe that the Barton Aschman people are referring, first of all, to the tourists who will come to the area, who will wish to see a mixture of things while they are in the area.

I should, however, point out that with statistics within the theme park industry indicate that there will be three adults for every one child who attend this type of facility, and that the average age of those attending will be 37 years—

Mr. SAYLOR. Well, that is because grandparents bring babies.

If I am going to go out there, I am going to take my grandchildren, I am not going to take my children.

Mr. BROWN. We would like to have them there.

Mr. SAYLOR. When I went to the other parks, I took my grandchildren. I don't expect to take my children, because they are interested in making a living.

Next, you have gone along here to say that crime will not run rampant is equally ludicrous. Since when have large crowds not attracted the fringe element of pickpockets, those who make a living off of taking money from people, whether it be here, or whether it be in the Washington ball park, or anyplace else? Any time you get a large congregation of people, there are always a certain number that congregate and make their living; and your answer that these individuals would have to get to the site—they have always been able to get to every other site where there is a large crowd, and the fact that they would have to pay \$6, the first pocket they pick, my friend, will give them more money than that.

They'll have no difficulty getting in, and all I can tell you is, I don't think that you have made a very good case as far as this table is concerned.

Mr. BROWN. I might say that we have evaluated that in some detail, and we have talked to the police chiefs in these various areas, in which these types of parks exist today, including Hershey Park in your own State of Pennsylvania.

They have found in all cases that they tell us that there is no incidences of crime that relates to the development of a theme park in the community.

They have had no added costs as a result of having a theme park in the community. They simply say that it is not a problem.

Mr. SAYLOR. Well, now Marriott Corp. has submitted to this committee, Marriott's Great American General Plan; and you have listed 513 acres, and you have divided it up as follows: theme park, 90 acres, or 17.5 percent; reserved for theme park expansion, and that will be after you get the first 2 million, you will decide whether you ought to have 2 million more; 75 acres, 14.6 percent. Theme park service area, 29 acres, 5.7 percent; visitors' parking, 86 acres, 16.8 percent; theme park visitor parking entrance, 10 acres; light industrial park, 178 acres, 34.7 percent; commercial development for the future, 15 acres. 2.9 percent; specialty shopping plaza in the future—I don't know what a specialty shopping plaza is.

All these other things you said you were going to have. I thought you were going to provide everything else out there. We'll take 10 acres more, and that is going to take 2 percent of the total.

Then you want to build a hotel on 20 acres in the future. Now, why don't you tell the folks out there that even assuming that your figures and percentages are correct, that about 37 percent of your property, or more than a third, is going to be used for industrial purposes, and you are going to change the entire nature of that area?

Now, that is going to happen when you put 193 acres of land under commercial development. Isn't that correct?

Mr. BROWN. Well, it is not commercial development, sir, as such. It is industrial development that we are suggesting. There is a significant difference in that respect.

Mr. SAYLOR. Well, what is the difference between industrial development and commercial development?

Mr. BROWN. Well, commercial development would be businesses, stores, shops and that type of thing, under the zoning ordinances of Prince William County, whereas industrial development is plants such as the one I referred to, IBM, which exists out in that immediate neighborhood.

There are industrial parks developed in the Prince William and Fairfax County, Loudoun County areas, which have the types of developments that we are talking about.

Mr. SAYLOR. None of them are within 15 miles of this site?

Mr. BROWN. No, sir.

There is an industrial park directly across the street, that is just getting started, owned by the Southern Railway. There is the IBM industrial park directly in Manassas, which is $2\frac{1}{2}$ miles away.

Mr. SAYLOR. Well, one other thing: I notice here that you say that you don't need any more highways, but sir, it is very interesting to note that you are going to have to have another exit on I-66, is that right?

Mr. BROWN. That is correct.

Mr. SAYLOR. Well, who is going to pay for that?

Mr. BROWN. We have suggested that that interchange be built by the State of Virginia to serve our facility as well as the other facilities in the area, including the industrial park to the other side of the highway. The tax revenues to the State of Virginia will be more than ample to pay that particular cost.

Mr. SAYLOR. Tax revenue is going to be able to pay for the interchange, you say?

Mr. BROWN. More than compensate for it, yes, sir.

Mr. SAYLOR. Do you have any idea what it costs to build an interchange?

Mr. BROWN. Yes, sir.

We have just received approval for two other interchanges in two other cities.

Mr. SAYLOR. Well, what is your ball park guess?

Mr. BROWN. Ball park guess will be about \$4 million.

Mr. SAYLOR. \$4 million.

Well, if you triple that, you will be about close to being right.

Mr. BROWN. I have a firm commitment for one interchange at \$2.34 million in the State of California.

Mr. SAYLOR. Well, that isn't \$5,000 an acre land.

Mr. BROWN. Yes, sir, it is more; it is \$40,000 an acre land.

Mr. SAYLOR. And you are going to get the people off of that highway?

Mr. BROWN. Yes, sir.

Mr. SAYLOR. On \$40,000 an acre land?

Mr. BROWN. Sir; yes, sir.

Mr. SAYLOR. I'll tell you what, sir; I would like to sell you land. But I would have to buy some first.

Mr. TAYLOR. Just one more question. Tell us about your proposed construction program.

Mr. BROWN. The buildings will be of a varied nature. They will be one story buildings, and in some cases they will be two story buildings.

The buildings will be of a variety of building materials from brick to wood structures, that will include heavily themed buildings with a great deal of architectural styling, as I have noted before, dates back in history, so there is a certain amount of bric-a-brac and type of things that were common in that particular point in time.

The buildings are built very substantially, they are built to last, and in fact the normal depreciation allowed by IRS on buildings for a theme park will be 20 years or more, so it is a very substantial type of architecture.

Mr. TAYLOR. How close will they be to the battlefield?

Mr. BROWN. It is very hard for me to estimate, but—because the design has not been done on the park, but there might be some few buildings that would be in just round numbers, maybe 500 feet from the perimeter; assuming that we will have a minimum of a 200-foot buffer strip.

I do have some photographs which I would like to submit to the committee, that would illustrate some of these types of buildings.

Mr. TAYLOR. Approximately how long would that 200-foot buffer strip be?

Mr. BROWN. Well, it would be on the entire northern and eastern perimeter of the site.

Mr. TAYLOR. Do you know how long those perimeters are?

Mr. BROWN. I don't know. I would just be guessing.

Mr. TAYLOR. At one spot, your development would be right across the street from a section of the battlefield.

Mr. BROWN. That is correct.

Mr. TAYLOR. Do you have a buffer zone there?

Mr. BROWN. Yes, we do. In fact, there is an exceptionally heavily wooded area at the present time.

Mr. TAYLOR. The gentleman from Kansas.

Mr. SKUBITZ. Mr. Brown, is there anything in your plans that calls for construction of hamburger joints and gasoline stations and things of that nature?

Mr. BROWN. We think that we will be able to take care of the hamburger needs of our guests, and the steak needs of our guests as well, within the theme park.

We have every expectation that the Marriott Corp. has the expertise to accomplish that. We do not believe that there will be a development of any substance on the perimeter, or on the exterior of our site. Again, we have analyzed the regional theme park operations in the United States, and found that this type of development does not normally accompany such a facility, for the simple reason that they are on a seasonal basis.

Mr. SKUBITZ. Is the Marriott Corp. in a position to stop the construction of gasoline stations and hamburger joints all along the highway going out to the park?

Mr. BROWN. We think that the present zoning restrictions, as well as the accessibility of that land going out to the park, makes it improbable that there could be any such development.

Mr. SKUBITZ. What about the area—it seems to me that there are a number of houses that adjoin the Manassas Park, and would now adjoin the Marriott Corp. Isn't this correct?

Mr. Brown. Yes, that is correct. There are about 12, 15, 18 houses to the east of the site.

Mr. SKUBITZ. If the county is ready to change the zonings for Marriott, to have commercial development and specialty shops, what about the people living in the 15 houses? It would be an excellent place for hamburger joints and hotdog stands.

Mr. BROWN. Well, first of all, they wouldn't be very accessible. Accessibility is a vital ingredient for the success of any such type of facility, and those houses are on what virtually is a country road, and it is highly improbable that anyone would locate in such a spot.

Mr. SKUBITZ. What about the people that are going to Manassas? Couldn't they benefit by having hamburger joints and things like that next to the battlefield?

Mr. BROWN. Well, there is a string of such things on Route 234, much closer to the major portion of the battlefield than our site would be.

Mr. SKUBITZ. True, but the new hamburger joints would get the benefit of Marriott Corp.'s development, and also the people that are going into the park.

Mr. BROWN. I again note that Route 234, feeding from, in fact, the east side of Route I-66, and all the way into the town of Manassas is a veritable jungle of restaurants, gas stations, and service facilities of one kind or another, that it seems ample to take care of the needs of a tremendous population.

Mr. SKUBITZ. More than 2 million people coming in to see your park?

Mr. BROWN. I would count that 2 million as not that many people for comparison purposes—for the number of people that already go to the battlefield.

Mr. TAYLOR. The gentleman from Ohio.

Mr. REGULA. Mr. Chairman and Mr. Brown. Is the choice of the site influenced by the proximity of the Manassas battlefield, as a corollary attraction?

Mr. BROWN. No, it was not. The site was actually selected exclusive of that particular fact.

It was in fact measured against our criteria before we even realized it was as close as it was to the battlefield.

Mr. REGULA. You are indicating then that the attractiveness of this site is its particular physical characteristic, rather than any proximity to the battlefield?

Mr. BROWN. That is correct, yes.

Mr. REGULA. Thank you.

Mr. TAYLOR. Does the gentleman from Pennsylvania seek recognition?

Mr. SAYLOR. While Mr. Brown is still here, I would like to ask him this question.

Mr. Brown, have you seen the "Staff Report: Rezoning Case No. 73-18, Marriott's Great America and Industrial Park," which was the product of joint hearings of the board of supervisors and the planning commission, which is dated March 16, 1973?

Mr. BROWN. Yes, sir, I have.

Mr. SAYLOR. You have seen the conclusions that have been entered there by the staff report. Do you think these conclusions are correct?

Mr. BROWN. I would like to note, sir, that the staff has submitted this day, to the board of supervisors of Prince William County, an amended report, which in conclusion recommends the adoption of the Marriott project.

Mr. SAYLOR. Well, I want to tell you, it seems to me that if that is the case, we had better take a real careful look at the second report, because as far as I am personally concerned when somebody submits a report, that raises certain very fundamental questions, and then within a matter of 2 weeks does an about-face, is rather suspect.

I am afraid that is what I have to say, if that is the change in their conclusions.

So, Mr. Chairman, I am going to ask you now to consent that as a part of the record, the summary conclusions of the March 16 staff report be made a part of the record. I am going to ask Mr. Brown whether or not he has a copy of the amended report.

Mr. BROWN. I do not have one. It has just been submitted within the last probably 3 hours, but I will be happy to provide one to the committee.

Mr. SAYLOR. Well, then I will ask Mr. Chairman unanimous consent that the amended report be made part of the record.

Mr. TAYLOR. Absent of objection, both reports will be made part of the record.

[NOTE.—The summary conclusions of the Staff Report on Rezoning Case No. 73-18, dated March 16, 1973, follow. The entire report will be found in the committee file.]

SUMMARY CONCLUSIONS

Limited time and materials available for study and analysis prevented the staff from drawing firm conclusions at this time. A comprehensive written report analyzing in depth all aspects of the park proposal and its impacts has not been prepared at this time. A number of preliminary conclusions may be drawn, however, summarizing the information and studies made thus far:

1. *Access.*—To our knowledge, the applicant's proposals for providing access to the commercial and industrial areas from I-66 have not been thoroughly analyzed by the Virginia Department of Highways, the Federal Highway Administration nor the staff of Prince William County. Although these proposals may be sound, there is no evidence at this time that they may in fact be realized. Without the access substantially as proposed, the impact on the surrounding County secondary roads would require additional study and would, perhaps, be found to be more than the County could reasonably bear.

2. *Traffic.*—An analysis of traffic impact has been presented that, because of its brevity, did not permit detailed review. Little is known about traffic impact on Route 234, Route 29-211, Route 621, Route 622, Route 674, Route 619 and other secondary roads that may serve the proposed development.

3. *Funding for Construction of Interchanges and Related Roads.*—Little is known at this time as to what sources will be tapped for the funding of major transportation improvements. To date, the applicant has not indicated a willingness to fund the construction of the major improvements that have been proposed off-site. If State and Federal government agencies fund these improvements, it is not known what the effect will be upon the funding of other roads and improvements that are needed elsewhere in the County.

4. *Sewer Lines to Site.*—Based upon preliminary cost estimates and the Supervisors' resolution to provide sewer services through the Greater Manassas Sanitary District, the construction of sewer lines to the site could probably be accomplished without causing long-term financial problems (provided capacity is available). From the planning aspect, the location of the sewer lines should provide service also to industrially zoned areas south of I-66. The developers suggested routing would not provide for this.

5. *Sewer Capacity.*—The amended "Resolution of Intent" provides for less capacity than originally stated. This amount could be found in time for the applicant to proceed with his development as scheduled, or at least by 1976, without causing law suits by other developers. The County's commitment to make its best efforts is a reasonable one that should not work to the County's detriment if problems cannot be worked out. The sources of sewer capacity, however, are not definite at this time.

6. *Water Lines to Site.*—Based upon preliminary cost estimates and the Supervisors' resolution to provide potable water through the Greater Manassas Sanitary District, water lines to the site can probably be provided as suggested by the applicant. This water line would also provide service (assuming a supply) to industrially zoned land south of I-66. Clarification is needed with respect to construction of a pressure booster pumping station and water storage facilities. These should be constructed by the applicant. If benefits are derived off-site, the applicant could be reimbursed accordingly as the facilities are used.

7. *Water Sources.*—Sufficient water supply exists through the Town of Manassas and the Fairfax County Water Authority. No agreements have been made as of yet, however. The concept of separating potable and non-potable water on-site is excellent. The concept of deep wells to supplement water supply appear sound.

8. *Drainage*.—The applicant has indicated that drainage from the site will be handled properly. Additional information is needed concerning his plans to "treat" drainage waters prior to relocating them into Young's Branch.

9. *Environmental Factors*.—Ecology, wildlife, soils, erosion and geology, hydrology, water quality, acoustic noise, air quality, vibration, lighting, pests and rodents: The applicant has indicated how all of these factors have been taken into account. Loss of unique flora and fauna or natural areas appear not to be significant, based upon information provided by the applicant. Undesirable levels of noise, air pollution, water pollution, soil erosion, lighting, pests and rodents should not occur if development is controlled according to enforceable standards.

10. *Impact upon Parkland*.—Greater use of adjoining parklands will occur. Although this will involve additional staff, parklands in the area of the site merit additional use and development of visitor facilities. The site is not within the area proposed for future acquisition as a part of the Manassas Battlefield Park, even though parts of it have been identified as having been the site of minor Civil War activities.

11. *Solid Wastes*.—Based upon information provided by the applicant, solid wastes will be trucked to the County landfill, which is an operation which should pay for itself. The County should continue its present planning for continued operation of the landfill, based upon estimated landfill demands.

12. *Law Enforcement*.—The problems of law enforcement rest mainly with the security force of the park, the County Police, the State Police and park police forces. Experience in other localities where similar seasonal parks are located indicates that proper planning and coordination can adequately handle law enforcement problems. Surrounding land uses should be permitted to change only after the impact on law enforcement has been evaluated.

13. *Fire Protection*.—The applicant has indicated a willingness to provide on-site fire protection. Further definition is necessary, working through the Fire Marshal. These problems appear to be solvable.

14. *Rescue and Emergency Health Care*.—The applicant has indicated a number of minimal provisions for these operations for on-site problems. Further definition and planning is needed, especially as on-site problems will affect services in the entire area of Gainesville and Manassas. These problems appear to be solvable.

15. *Impact upon Surrounding Land Uses*.—

(a) *Appearance*: The applicant has provided some assurance that the outside, perimeter appearance of the park will be in keeping with the generally low density, park, historic and open space uses that adjoin the property. The County should exercise its legal powers to the full extent possible to assure that this will indeed take place, if the zoning and special use permit requests are granted.

(b) *Land Use Plan*: If the requests are granted, the County should immediately move to establish a short-range and long-range land use plan for the area surrounding the Park. Generally low density uses should be planned, as detailed elsewhere in this report.

(c) *Complementary Uses*: Complementary uses, such as filling stations, automobile service centers, restaurants, camping facilities and motels should be planned carefully and, if found to be necessary, permitted on inappropriate locations, not necessarily adjacent to the Park. These uses should be permitted based upon sound comprehensive planning rather than speculation.

(d) *Revised Land Use Control Ordinances and Policies*: The County should immediately examine its present ordinances to determine what changes will be necessary to adequately control pressures for development resulting from establishment of the Park.

16. *Financial Impact on the County*.—Based upon information presently available, the long-range financial impact upon the County appears to be positive, provided that the proposed highway improvements can be made without cost to the County, satisfactory cooperative service arrangements can be made, and sewage capacity is available to permit the park to be developed as planned. In the short range, perhaps for a period of several years, the impact will probably be negative, as the County makes capital improvements and monitors development prior to receipt of fees and taxes. Aspects of this analysis, as presently perceived, are listed below—

(a) *Development Monitoring*: Theoretically, fees for site plans, building permits, health permits, and other development controls cover the cost of the

County's work. Additional staff will be necessary in many areas. This factor has not been thoroughly analyzed.

(b) Tax Revenues: Preliminary projections on tax revenues are considerable, as shown in the report of the Supervisor of Assessments.

(c) County Services (Costs): Fire, police, rescue, hospital, welfare, public health and other County services will have to be provided both to the site and off the site. These costs have not been thoroughly analyzed, but it appears in a preliminary view that these costs will be less than the taxes obtained, resulting in a surplus that can be applied to improving County services to residents of the County. However, the analysis by the applicant's economic consultants of County service costs is not viewed as valid at this time, in that it made no attempt to estimate costs based upon projected service demands on and off the site. No estimates exist at this time for these costs.

(d) Sewer and Water: If sewer capacity can be made available, it appears on preliminary analysis that user fees and charges can cover the cost of providing services over an extended period. Many details must still be worked out.

(e) Secondary Impacts: Secondary impacts, such as taxes paid locally by tourists and visitors who buy goods and services in the County will result in additional revenues. Costs for these services will also be incurred.

17. *Employment.*—The applicant has indicated that 250 full time employees will be needed and approximately 1,500 seasonal employees. Of the latter, most will be high school students on summer vacation. Presumably, the developer will seek most of these persons locally, although no specific procedures have been proposed for accomplishing this. The proposals to continue in the Dale City area and to put the 45-15 school year into operation on a County-wide basis may be affected by this "external" factor. According to reports received from other localities with seasonal parks such as "Great America", there have not been severe problems with drifters or jobless youth. Again, this matter requires scrutiny and coordination if the rezoning and special use permit are approved.

Recommendations

Based upon the information provided by the applicant and the analysis performed thus far by the County staff, it is impossible for the Planning Office to make a firm recommendation to the Planning Commission for approval or disapproval of the applicant's request for rezoning. Additional information and opportunity for further analysis are anticipated as a result of the public hearing.

A positive attitude towards the proposal is warranted at this time, however. If traffic impact and access, sewer, surrounding land use impacts, and County services impacts can be further defined, a favorable recommendation is possible.

It is recommended that the Planning Commission and the County staff continue its intensive analysis of this application so that a recommendation can be made shortly based upon additional information. Hopefully, such can be accomplished through close cooperation of County, State and Federal agencies along with the applicant and his consultants.

[NOTE.—The revised summary conclusions of the Staff Report on the Rezoning Case No. 73-18 dated March 16, 1973, follow.

ADDENDUM TO STAFF REPORT REZONING CASE NO. 73-18, MARRIOTT'S GREAT AMERICA AND INDUSTRIAL PARK, DATED MARCH 16, 1973

The following reports, studies, papers and letters have been received from the Marriott Corporation, since March 16, 1973 in an attempt to provide answers to questions posed at the Public Hearing, held March 16, 1973, and in the initial staff report.

1. Marriott's Great America—General Plan—Marriott Corp.—Received March 17, 1973.

2. Land-Use Impact of Marriott's Great America in Prince William County, Virginia—Barton-Aschman Associates, Inc.—Received March 22, 1973.

3. Fact Sheet—Information Regarding The Internal Safety Services Proposed by Marriott Corp. for Marriott's Great America-Marriott Corporation—Received March 21, 1973.

4. Letter—Traffic Impact of Marriott's Great America Park—Greiner Environmental Systems, Inc.—Received March 24, 1973.

In addition, the Planning Office has had an opportunity to review the information provided by the Virginia State Water Control Board to Prince William

County on March 15, 1973. These documents have proved valuable in providing some answers to questions and in reevaluating the Summary Conclusions listed in the Staff Report.

The following statements are further amplifications of the summary and conclusions previously submitted in the initial staff report.

1. *Access.*—No further information has been provided on the proposed access to the commercial and industrial areas. A brief staff analysis indicates that the proposed interchanges on I-66 appear feasible and that approval by the VDH and the Federal government of this proposal, or a similar one, is possible. The developer should make assurances to the County that development of the park will not take place prior to approval of I-66 access plans. The Planning Staff believes that interchanges on I-66 would be beneficial not only to the proposed Theme Park and Industrial Park but would also allow for the development of the industrially zoned property in the Wellington area. An interchange at Route 622 has been under consideration for over one year by the Planning Staff in its development of a major thoroughfare plan, as part of the Comprehensive Plan for the County. Also, an entrance interchange from I-66 into the proposed Marriott site is considered feasible. The location and design of these interchanges should be determined prior to approval of any site development plans by the County.

2. The two letters received from Greiner Environmental Systems, Inc. include a detailed analysis of the traffic impact on primary and secondary roads in the County. Evaluation of the Park-generated traffic impact indicates that if proper access is provided the site from I-66, and if the roads adjacent to the site are improved, the additional traffic on other roads would be within present and projected road capacities and would not alone cause the traffic congestion many believed would result if the Marriott Corporation develops this site as proposed.

3. No additional information has been received relative to the source of funds for the construction of the interchanges or other road improvements required. The statements of the VDH have been guarded but not negative. No detailed response can be expected until plans have been submitted and substantially approved. The one reservation that the County must adhere to is that any funds used for the construction or improvements of roads to directly or indirectly support the Marriott Corporation's effort will *not* have an adverse effect on the funding of other roads and improvements that are needed elsewhere in the County.

4. No additional comment.

5. The sewer capacity for this development has not yet been found with any certainty. The State Water Control Board has made it absolutely clear, however, that pollution of the Occoquan watershed by the Marriott Corporation's development will not be permitted. It is clear that if proper sewer capacity arrangements cannot be made, there will not be a Theme Park. Approval of the rezoning and special use permit applications will not, therefore, set off a chain of events that will lead to unacceptable pollution levels. No project will be more closely watched than this one.

6. No additional comment.

7. No additional comment.

8. The State Water Control Board's policy on the Occoquan Watershed includes pollution resulting from storm water runoff. If the rezoning and special use permit requests are granted, the developer should seek to emphasize during development of site plans how runoff will be adequately controlled. No additional information has been received as to how Marriott plans to "treat" drainage waters prior to releasing them into Young's Branch; however, this is a function of site plan approval where the Public Works Department can reiterate the standards that have to be met prior to approval of site plan.

9. No additional comment.

10. Charges of an undesirable impact on the adjacent Manassas Battlefield Park and other Parkland have been made. Much of this criticism appears to be directed towards (1) the possibility of more visitors (more than present Park personnel say they can adequately handle), (2) the possible desecration of a portion of the Manassas Battlefield that is on the property requested for rezoning, and (3) possible adverse impact on the Battlefield Park by the Theme Park and potential peripheral development. While these complaints may have some basis for consideration, a more plausible approach may be cooperation with the Marriott Corporation in an attempt to provide observation posts his-

torically accurate displays where visitors may be afforded an opportunity to observe simulated troop movements or visit a reproduction of a headquarters and thereby enjoy the pages of history that are now denied them.

Concerning the three factors mentioned above, the following comments are made:

(a) Greater visitation of the Battlefield Park should be seen as desirable and good. The Park Service should plan to accommodate these visitors, if the rezoning and special use permit applications are approved. The problem of unauthorized use of parklands for camping will be a problem of additional enforcement personnel. Increased vandalism of a malicious nature is not anticipated.

(b) To our knowledge, this tract of land has not been designated as part of the area to be acquired by the Park Service and no scenic easements have been obtained or sought on this property. While Generals Lee and Longstreet were headquartered there and the Confederate forces occupied the property prior to engagement in the Second Battle of Manassas, the Park Ranger indicated that the battle was engaged east and north of the parcel. Future acquisition of this property by the Park Service does not appear likely, and private development of the property will not be a desecration of the Battlefield.

(c) Marriott Corporation has stated that the exterior appearance of the tract facing the Battlefield Park will be screened so that the Theme Park will not be in evidence, except for several high structures such as an aerial cable car and observation tower that will be located within the Theme Park. No commercial frontage development is anticipated by the Marriott Corporation along Route 29-211. If the Theme Park is approved, measures must be taken immediately to prevent peripheral development that would not be in keeping with the Battlefield. This is discussed in section 15 below.

11. No additional comment.

12. Further amplification by the Marriott Corporation of the role and training of the security detachment indicates little additional impact on the County law enforcement agencies. Experiences in other similar Parks have indicated the only apparent need was for additional State Policemen to assist with traffic control outside the Park on high peak weekends. All jurisdictions having similar parks have indicated they have no problems with drifters, loiterers, itinerants, prostitutes, drugs, or other criminal elements.

13. Additional information received on Fire Protection plans for the Theme Park indicate that adequate measures will be taken and that, with the advice of the County Fire Marshal, all fire control devices, fire protection techniques and fire suppression equipment will be adequate and compatible with County resources.

14. Further information received from the Marriott Corporation relative to medical facilities, personnel and equipment indicate that planning for this type of service has progressed and that on-site problems will be properly handled by the developer of the Theme Park. Coordination with the Public Health Director, the hospitals, the rescue squads, and the physicians should continue.

15. The Land Use Impact Study received from the Barton-Aschman Associates, Inc., of Chicago, indicates that the proposed "Great America" theme park will not necessarily create blighting "strip commercial" land uses in nearby areas. Its findings are based on studies made of five regional theme parks in other parts of the Country. The consultant says "the overall impact of the entertainment center on economic development and land use quality in each community studied has been positive". They further state that there has been a noticeable absence of low-grade small business and strip development.

However, even under the assumption that this will be the case here in Prince William County, it is strongly recommended that the Board of County Supervisors immediately move to establish a land use plan for the area surrounding the proposed Theme Park site to assure low density uses and to very carefully consider requests for complimentary land uses in light of the adjacent Manassas National Battlefield Park. Such uses should be based upon sound comprehensive planning and not upon speculation.

Also, the County should immediately examine its present ordinances to determine what changes will be necessary to adequately control pressures for development outside of the park site.

16. No additional comment.

17. The employment opportunities for the people in Prince William County may not be as great as first estimated due largely to the possibility of the

County adopting a year-round school system. However, the summer employment opportunities for high school graduates and college students should be advantageous to those students living in Prince William County. The job opportunities for the expected 250 full-time employees is definitely a plus for the County.

ADDITIONAL COMMENT

The one problem area that continues as a major concern to the Planning Staff is what will happen if this requested rezoning is approved and for unknown reasons, The Marriott Corporation decides not to develop the "Great America" Theme Park. The portion of the tract proposed for rezoning to light industrial (M-2) does not present the problem that the 334.8 acres proposed for commercial (B-1) zoning poses. It would be totally undesirable to have such a large tract zoned commercial and thereby eligible for many and varied commercial uses, with frontage on Route 29-211 and along other now residential uses in this area. The only conceivable use for such a large tract zoned commercial (B-1) and not used as a Theme Park, would be small frontage commercial establishments or a regional shopping center, which is not viewed as economically feasible at this time. The Marriott Corporation should assure the County that in the event that the Theme Park is not developed the acreage zoned B-1 will be rezoned to the A-1 district or to another district compatible with the area and the goals of the County. This commitment should be made separately prior to rezoning the land.

In summary, denial of the rezoning and Special Use Permits will deny the County the tax and employment benefits to be gained from the establishment of the Theme Park and the light industrial activity on the adjoining property. These benefits are principally those that derive from the establishment of high quality commercial and industrial activity, which the County sorely needs to help balance the tax base. These uses appear proper adjacent to I-66. Increased tourism may also result. The sewer, water and transportation facilities that are devoted to serving this property will take from future allocations for residential development in the greater Manassas area, which, again will help balance the County's tax base. Similar theme parks in other parts of the Country are viewed as an asset by the communities in which they are located.

Four major problem areas remain, but appear solvable:

(a) Adequate access from I-66. If this cannot be provided, the Theme Park should not be built. Therefore, the staff has recommended that a condition be placed in the Special Use Permit that direct access to I-66 be provided to the Theme Park prior to opening.

(b) Sewage treatment capacity: If this cannot be provided, the Theme Park should not be built. The County will endeavor to provide treatment capacity but, it will not permit the developer to pollute the Occoquan, with State Water Control Board and Federal regulations in effect.

(c) Impact on the Battlefield Park and adjacent low density areas: The developer has indicated that there will be natural screening rather than commercial development fronting on Route 29-211. Careful site planning and the efforts of the County and its citizens should be able to counter-act any tendencies to commercialize or down-grade the appearance of the adjoining land along Route 29-211.

(d) Problem of commercial zoning if park is not developed: The applicant should make a separate agreement with the County to zone the B-1 property back to A-1 if the Theme Park is not developed.

RECOMMENDATIONS

The following recommendations are considered as one:

Rezoning application: Approval.

Special Use Permit application: Approval, with the conditions specified in the Staff Report.

Applicant's Commitment: The applicant should make a separate agreement that the property zoned B-1 will be rezoned to A-1 if the Theme Park is not developed. If this is not done, the risks are too great and the application should be denied.

Planning for adjacent areas: The Board should direct the staff to prepare a plan and to up-date ordinances in order to assure that future development

in the adjoining area will be in keeping with the Battlefield Park and nearby low-density areas.

Mr. CLAUSEN. What report were you referring to?

Mr. SAYLOR. The report of the Prince William Planning Office in which they raised very serious questions in regard to access, traffic, funding of the interchanges, and of course I was interested in hearing Mr. Brown's comment that he was going—that Virginia would pay for that.

This is an interstate route. I guess if you folks don't know, Uncle Sam pays 90 percent of those, and the State of Virginia pays 10, along with any other State—sewer capacity, the water lines, the water sources, the draining, the environmental factor, the impact on the park, solid waste, law enforcement, fire protection, rescue, the impact on the surrounding areas, financial cases, Mr. Chairman.

Mr. TAYLOR. Gentleman from Texas.

Mr. KAZEN. Is the gentleman offering the entire documents that he has in his hand?

Mr. SAYLOR. No, sir; only the summary.

Mr. TAYLOR. The summary report?

Mr. OWENS. Mr. Chairman?

Mr. TAYLOR. The gentleman from Utah.

Mr. OWENS. Has anyone brought up the question of whether there's an environmental impact statement on this? That would, I assume, have to be prepared.

Mr. BROWN. The Marriott Corp. has had prepared an in-depth environmental impact study, and that has been submitted to the county.

It does answer to virtually all of these questions in some detail.

Mr. OWENS. Is that available to members? Is that a lengthy document?

Mr. BROWN. Yes, it is available to members. It has been provided.

Mr. OWENS. That was for the use of the county, rather than to fulfill the Environmental Protection Agency requirements.

Mr. BROWN. Well, it has been available to any agencies that have had a desire to have it to evaluate.

Mr. TAYLOR. Did you furnish us a copy of it?

Mr. BROWN. I did, sir.

Mr. TAYLOR. Well, absent objection, it will be placed into the file or the record as counsel may determine, depending upon the length of it.

[The information referred to has been placed in the files of the subcommittee.]

Mr. OWENS. No further questions.

Mr. TAYLOR. Having no further questions, Mr. Brown, we thank you for your testimony. If you are not in a hurry to leave, we could conceivably have some questions later on.

I do think that we should place summary of the Land-Use Impact study which was made for the Marriott Corp. by Barton-Aschman Associates, Inc., and the document entitled "What Is Marriott's Great America?" in the record at this point. Your complete environmental impact analysis will be placed in the file along with the economic impact analysis.

[The information referred to follows:]

LAND USE IMPACT OF MARRIOTT'S GREAT AMERICA IN PRINCE WILLIAM COUNTY, VA.

INTRODUCTION

The purpose of this report is to present findings and conclusions relative to the potential land use impact of Marriott's Great America and industrial park in Prince William County, Virginia. The proposed 513 acre site is located approximately five miles northwest of Manassas, and is bounded by I-66, Rt. 705, U.S. 29-211, and Rt. 622. It is proposed by the Marriott Corporation that the eastern 334.8 acres be rezoned from A-1 (Agriculture) to B-1 (Business), and that the western 178.2 acres be rezoned from A-1 (Agriculture) to M-2 (Light Industrial.)

Within the B-1 area the Marriott Corporation currently proposes a 90 acre, family oriented theme park, an 86 acre parking area for approximately 5,000 vehicles, a 20 acre service area, and a nine acre tree nursery. It is anticipated that the remaining land will be utilized in the future for theme park expansion, a specialty plaza, a hotel, and supporting commercial facilities as the demand requires. All components of the 334.8 acre entertainment center will comprise a total environment of design excellence. Similarly, a 178.2 acre industrial park will be planned and landscaped for prestige office, research, and light industrial activities.

SUMMARY OF FINDINGS

The findings of this evaluation are fourfold:

1. The proposed site for Marriott's Great America and industrial park is appropriately located within a high accessibility corridor and at the edge of a rapidly growing sector of the Washington, D.C. metropolitan area.

2. The proposed family entertainment center (Great America) is similar to other high quality theme parks throughout the United States which are distinctly regional attractions operating on a limited season only.

3. The demand for ancillary land uses in the vicinity of the entertainment center will be very limited.

4. The direct visual and catalytic impact on existing development and vacant properties in the immediate vicinity will be modest, and in certain cases will be positive.

These findings are based on two professional studies performed by Barton-Aschman Associates, Inc. The first is a detailed land use impact analysis of six other entertainment centers throughout the United States. The second is a field survey and office analysis of existing land use conditions and growth trends in the I-66 corridor and Manassas area of Prince William County. The following sections of this report describe these findings in more detail.

LAND USE IMPACT OF SIX ENTERTAINMENT CENTERS

Six entertainment centers throughout the United States were visited and evaluated by the professional staff of Barton-Aschman Associates, Inc. The detailed findings of this study were published in the report, "Land-Use Impact Analysis of Five Entertainment Centers," prepared for the Marriott Corporation in June, 1972. The five entertainment centers are:

Cedar Point—Sandusky, Ohio.

Six Flags Over Texas—Arlington, Texas.

Six Flags Over Georgia—Atlanta, Georgia.

Disneyland—Anaheim, California.

Walt Disney World—Orlando, Florida.

For each entertainment center, the report records findings in the following categories:

Location, site characteristics, operational characteristics, development trends in the area, public policies, land use impact, and list of persons interviewed.

Copies of this report have been submitted under separate cover to the Prince William County Planning Office.

In August, 1972, a similar analysis was completed for the nation's newest theme park—Opryland U.S.A. in Nashville, Tennessee.

The study produced four major conclusions:

1. *Entertainment centers fall into three significantly different categories.*—Walt Disney World is in a category by itself, i.e., it is conceived of and marketed

as the nation's only year-round "vacation kingdom." Far more than an entertainment center, the 27,500 acre site in central Florida will also contain a luxury recreation community for approximately 25,000 residents (Lake Buena Vista), a prototype new city of tomorrow for approximately 100,000 residents and all their daily needs, and an international jetport.

Disneyland is a nationally oriented theme park open year-round in the tourist center of southern California. It alone forms the second category.

The third category includes the regional attractions open only during the summer season; these are Cedar Point, Six Flags Over Texas, Six Flags Over Georgia, and Opryland U.S.A. Marriott's Great America in Prince William County would also fall in this category.

2. *Local governmental bodies welcomed these entertainment centers to their communities.*—Anaheim sought to attract Disneyland as well as many other entertainment facilities, conventions, and professional sports. Arlington, Texas, after witnessing the early success of Six Flags, promoted the development of Seven Seas Park, and was itself the developer of Arlington Stadium. Sandusky, Ohio, is currently executing a downtown urban renewal project in which a major objective is to develop supporting facilities for and boat connections with Cedar Point. Several years ago this city strongly objected to a proposal from the owner of Cedar Point to redevelop the property for a residential community.

3. *The overall impact of these entertainment centers on economic development and land-use quality in each community has been positive.*—Cedar Point continues to be the showcase of Sandusky and a new luxury resort is being built nearby. Six Flags parks have been developed as neighbors to prestigious industrial parks. In all cases, there is a noticeable absence of low grade, small business, and strip development which is common to most suburbs and along major arterials in larger cities. Attractive residences of considerable value have been constructed in the immediate vicinity of five of the six entertainment centers subsequent to their development. The only exception is in Arlington, Texas, where the theme park is located in a completely non-residential environment.

4. *The direct land-use impacts of each entertainment center have been considerably less than those publicized in the mass media.*—With the exception of Cedar Point, all other entertainment centers were located in "growth areas" to take advantage of existing development trends. What frequently appears to be peripheral development from the entertainment center is, in fact, development generated by the resident population and nearby industrial and commercial employment.

APPROPRIATE AND DESIRABLE LOCATION

The site proposed for the entertainment center and industrial park is not only desirable from the point of view of the Marriott Corporation, but is appropriate from the point of view of metropolitan and county development. The site is located at the edge of a major growth sector in one of the most dynamic metropolitan areas in the nation. Between 1960 and 1970, the Washington, D.C. metropolitan area gained approximately 38% in population, from 2.1 million persons to 2.9 million persons. During that same period, urban development encompassed most of Fairfax County, the population of which increased from 275,000 persons to 455,000 persons (66%).

Predominantly rural in 1960 and well beyond the suburban fringe, Prince William County has experienced an even more rapid rate of growth in the past decade. The population increased from 50,164 persons to 111,102 persons (122%), and by 1973 had reached approximately 135,000 persons. The County Planning Office anticipates a population of 199,000 persons by 1980.

The growth of this sector of the metropolitan area can also be measured in terms of commercial and industrial development.

The single most dramatic impact of the past decade has been generated by the new Dulles International Airport. Nearby, in the vicinity of Rt. 28, are thousands of acres being developed for industry. Additional industrial development is occurring in the vicinity of Fairfax City, where a new regional commercial center is also likely to be developed in the next few years. The new IBM plant employing 3,000 persons west of Manassas, and the extensive commercial development of Rt. 234 south of I-66 are representative of the fact that this area is already experiencing the full impact of metropolitan development.

The major factors in the growth of Prince William County are interstate Routes 95 and 66. The latter, together with U.S. 29-211, forms a high access-

bility corridor radiating from the heart of the nation's Capital. In western Fairfax County and eastern Prince William County these two routes are approximately one mile apart, creating an island of land well suited to land uses of a metropolitan and regional significance. Already, for example, a Holiday Inn and a Ramada Inn have been constructed at the interchange of I-66 and Rt. 234, and a site has been acquired for the Northern Virginia Community College.

More importantly, a national landmark is also located within this corridor, that is, the Manassas Battlefield National Park. This unique historic shrine is of concern to all Americans.

It is indeed appropriate, therefore, that the I-66 corridor south of U.S. 29-211 be developed for predominantly non-residential land uses of regional importance and of high planning and design quality. Development such as the large stone quarry existing a short distance east of the Manassas Battlefield National Park should not be permitted north of I-66 in Prince William County.

It is coincidental perhaps, but the proposed location for Marriott's Great America and industrial park in Prince William County is extraordinarily similar to the location of Six Flags Over Georgia on I-20 west of Atlanta.

DEMAND FOR OFFSITE ANCILLARY LAND USES

It is estimated that Marriott's Great America and industrial park will generate a potential offsite demand for the following types and quantity of land uses within Prince William County:

Other Theme Parks—None.

Entertainment Facilities.—None to one maximum.

Motel/Hotel Rooms—300 by 1975 and 500 by 1984.

Retail Space—10,000 square feet by 1975 and 20,000 square feet by 1984.

Service Stations—None.

There are five specific reasons why the land use impact is not likely to exceed the above forecast:

1. *Demand for ancillary land uses is limited due to the seasonality and regional-ity of the theme park.*—Experience at other theme parks indicates that major investments are made only on the basis of year-round demand, and that seasonal day-visitor demand is not sufficient for most large and small scale businesses.

2. *Marriott's Great America is more comprehensive than other regional enter-tainment centers.*—For example, the extent and variety of food service is a characteristic of the Marriott Corporation and will far exceed that of other theme parks. In addition, the site is sufficiently large to accommodate most other ancil-lary activities, such as a future hotel, in one single planned environment.

3. *Existing facilities can readily accommodate a substantial portion of the over-flow seasonal demand.*—Approximately 1,000 existing hotel and motel rooms in the vicinity, and numerous restaurants and service stations along Rt. 234 in the Manassas area and U.S. 29-211 in Fairfax County.

4. *Lack of appropriate uncommitted sites in the vicinity of the proposed enter-tainment center and industrial park.*—The extensive amount of public open space and of land zoned for industrial development provides a buffer virtually encom-passing the proposed site.

5. *Forecasted direction of approach of visitor traffic.*—Indicates that 85% of all vehicles will be approaching via I-66, a controlled access freeway with no direct access provided to abutting land uses.

The following paragraphs describe in greater detail the demand for and poten-tial location of ancillary land uses that might be generated by Marriott's Great America.

Other Theme Parks

At no location in the United States are there two regional and seasonal theme parks located in close proximity to each other. The Washington, D.C. area, with its seasonal climate, will not sustain more than one major theme park in the foreseeable future.

Entertainment Facilities

These facilities include single-purpose commercial entertainment and recrea-tion attractions of regional importance. Experience at other regional and seasonal theme parks indicates that three out of four attracted no other entertainment facilities nearby. Only Six Flags Over Texas attracted as many as three enter-tainment facilities, and two of these were directly promoted by the city itself.

Most commercial entertainment facilities require a year-round trade and will prefer to be located in closer proximity to the central attractions of Washington, D.C., such as the Wax Museum, or will be located in the Baltimore-Washington corridor, such as the new professional basketball and hockey arena and Safari Land being developed in Prince George's County.

Motel and Hotel Rooms

The initial demand for approximately 300 motel and hotel rooms during the four month operating season will be met by the unutilized capacity of hotels and motor inns already developed or under construction in the general vicinity. Most overnight visitors, less than 20% of all visitors, will travel on through the Washington area or will prefer accommodations closer to the attractions of the Nation's Capitol. At such time as the demand for hotel and motel rooms increases sufficiently, the Marriott Corporation will construct a new hotel on the site.

Retail Space

Offsite expenditures for food, souvenirs, and other minor purchases, will support 10,000 square feet by 1975 and 20,000 square feet by 1984. This is less than half the space normally found in a neighborhood convenience center. Virtually all of the business will be attracted to existing restaurants, fast food outlets, and shops in the general vicinity.

As in the case with motels, restaurant and fast food outlets of major national chains require a year-round business to provide a reasonable rate of return on investment. Site location criteria require a resident population (preferably young) of 35,000 to 40,000 persons within two miles radius and several hundred employees within walking distance. At least two meal peaks per day are required, and preferably three or four. If such restaurants and fast food outlets are developed in the vicinity, as several have along Rt. 234, they will respond to the residents of the area and the thousands of employees located nearby.

Service Stations

Service stations also require a year-round trade. Emergency automobile service will be provided within the parking facility of Marriott's Great America. Although none is currently planned, an attractively designed service station may be provided in the future to serve the internal needs of the industrial park. In the foreseeable future, however, existing service stations along Rt. 234 are more than adequate to provide for the needs of visitors to Marriott's Great America.

IMPACT ON EXISTING LAND USES

The impact on existing land uses and undeveloped properties attributable directly to Marriott's proposed entertainment center and industrial park will be modest and in certain cases positive. The following paragraphs describe more specifically the impact on adjacent properties.

On The East

East of the Marriott site in the vicinity of I-66 and Rt. 234 virtually all property is committed to non-residential land uses. Existing uses include an automobile dealer in the southeast quadrant, a new Ramada Inn in the southwest quadrant, and a service station and Holiday Inn in the northeast quadrant. Adjacent to the latter is the site of the future Northern Virginia Community College. Fifty acres in the northwest quadrant are for sale for commercial use. All four quadrants are zoned B-1.

North of these properties on both sides of Rt. 234 is the Manassas National Battlefield Park. The Marriott development will not be visible from this area and will have virtually no impact, except possibly in the form of increased usage of these activities by tourists.

Immediately adjacent to the Marriott site in the vicinity of Rt. 622 are approximately 30 residential lots (some of which are improved). The theme park, which is in the northeast portion of the Marriott side, will be surrounded by a 200 foot forested buffer adjacent to the nearest residences on the west side of Rt. 622. Between the Robinson and Click-Todd properties will be the nine acre tree nursery as an added buffer. Finally, the interior design of the theme park will carefully minimize the impact of sound and light.

In the northeast quadrant of the intersection of I-66 and Rt. 622 is a 40 acre or larger undeveloped tract owned by Solite, a concrete aggregate company. No adverse impact is anticipated from the Marriott development.

On The North

North of U.S. 29-211 is the Stonewall Memory Gardens Cemetery, and the Blakely property which is now part of the Manassas National Battlefield Park. The 200 foot forested buffer around Marriott theme park plus the width of the highway right of way will eliminate visual and other impacts upon these historic areas. West of the Battlefield Park are the Abbott and Davis properties, small portions of which penetrate south of U.S. 29-211. These properties are zoned A-1 and are presently unimproved. Hence, there would be no impact on existing development. The nature of the area is such that it could be restricted and attractively improved for residences. This would be similar to low density residential areas in the vicinity of Opryland, U.S.A. in Nashville.

At the intersection of U.S. 29-211 and Rt. 705 is a small parcel zoned B-1 and containing an obsolete restaurant and gas station. The Marriott development would stimulate the improvement of this property. In the southeast quadrant of this intersection is the Dunn property, presently containing a residence. Careful planning and design will minimize the impact of the industrial park on this property.

On the West

Adjacent to the Marriott property on the west is the Conway-Robinson Memorial State Forest north of U.S. 29-211 and the undeveloped Latsios property lying within the triangle created by U.S. 29-211, I-66, and Rt. 705. There will be virtually no impact on the existing characteristics of these properties.

Because of its highly accessible and visible location, the Latsios property is well-suited to non-residential development even without the Marriott entertainment center and industrial park. Nevertheless, the quality of development at this prestige location is likely to be even higher because of the design excellence to be achieved on the Marriott property.

On The South

Virtually all property in a triangle created by I-66, Rt. 660, and Rt. 674 is zoned M-1 (Heavy Industry). Most of this land is a part of the Southern Railroad Industrial Park. The only existing industries are Atlantic Research, and a small concrete plant. South of Rt. 660 are a large quarry and the new IBM industrial complex. Since this area is already committed to industrial development, Marriott's proposed entertainment center and industrial park will have no adverse impact. To the contrary, as experienced in the Atlanta and Arlington areas, a theme park will have a positive impact on the design quality and prestige character of nearby industrial areas. Furthermore, the proposed interchange on I-66 to serve the Marriott site will also provide improved access to the Southern Railroad Industrial Park.

CONCLUSIONS

Marriott's Great America and industrial park by itself will not attract any significant off-site ancillary or other development. As has been the case in other regions, these proposed activities are responses to existing metropolitan growth trends, and are not initiators of a trend. However, the quality of the Marriott development will set a high standard for other developments of all types to follow.

From the standpoint of land use, the proposed site is well located. Marriott's Great America and industrial park will not only be compatible with county goals and adjacent development, but will be a desirable and prestigious assets for Prince William County.

WHAT IS MARRIOTT'S GREAT AMERICA?

Prologue . . .

Marriott Corporation is proposing to build a new multimillion dollar family entertainment center named Marriott's Great America. The main feature of this project will be a "theme park" based upon a celebration of this great country—America. Through architectural styling, decor and artifacts, landscaping and lighting, costuming, entertainment selection, and even the background music, the

proper atmosphere will be established within the park. The intention shall be to provide a full day of entertainment, excitement and low-keyed education for our guests.

What of Marriott Corporation . . .

Mr. J. W. Marriott, who is today chairman of the board, founded the company 45 years ago. Through the ensuing years, the company has grown to become the leading organization in the food service, lodging and leisure-time field. Listed on the New York Stock Exchange, Marriott enjoys an enviable reputation as a company which consistently builds and operates high quality restaurants and hotels. It is the world's largest airline caterer, manages the busiest chain of hotels in the world, operates Caribbean cruise ships, runs hundreds of restaurants, serves countless patients in hospitals and children in schools. Marriott has unequalled experience in capably serving the public away from home. It will in fact, become the first company to enter the theme park business which has previously had such public service experience.

Who Will Be The Guests . . .

At one time there were only one or two theme parks in the country, and to visit them most people had to make a cross-country trip. In recent years several new and very successful theme parks have been opened, and now most of the country's population has one within easy driving distance. Here in this area we have a large population, but still no theme park. Great America should fill the need for this kind of high quality family entertainment here, too.

We anticipate that the park will largely serve this regional area, and particularly those within a driving distance of about one hour. Of those tourists who do come to the area for other reasons, our researchers believe about one in ten may visit the theme park. Of its own right, it will attract very few tourists, for most now have a similar park reasonably near their home area.

Expected attendance will be around two million people per year. Spread over the operating days, this represents only about fourteen thousand per day. Some days will have less, and weekends—especially Saturdays—in July and August will have more.

Now About the Theme Park . . .

The theme park will initially cover about 80 acres. It will be divided into six separate areas by various waterways and heavily landscaped areas. Each of these areas will represent a geographic portion of America, and when one has visited each section, an exciting "trop through America" will have been completed. Each section will, through its theming, portray a period in time gone by. This combination of an interesting place and time will almost assuredly bring pleasure to Marriott's guests.

Within the park will be a wide variety of features. Beyond the basic admission charge there shall be no other cost for entertainment. Each guest may enjoy all the features as long or as often as he pleases throughout the day. Included will be numerous theaters and arenas in which there will be entertainment, such as an ice skating show, a bright All-American musical revue, a multi-media presentation entitled Our American Heritage, a children's theater in the round featuring live cartoon characters, a musical presentation under the trees, an Enviro-Theater, and many more. An old federal marching band, Dixieland band, barbershop quartette, magicians, strolling cartoon characters and other features will abound throughout the park. The daily Mardi Gras parade through the park will feature floats and over 100 entertainers.

There will be exciting rides and storybook rides. The Great Southwest section will feature the Wild Wigwam and the Wells Fargo Express. New England's fishing village will be noted for its Whalers Longboat Ride, while the Yukon section will display its Gold Rusher—the runaway mine train. Still another will be guest driven one-third scale reproductions of Barney Oldfield's first race car. Authentic steam powered, narrow gauge, funnel-stack locomotives (operating on modern, clean burning propane gas) will circle the park regularly. All will be carefully worked into the theme of their areas, and all will be enjoyed by guests of all ages.

Restaurants and snack shops throughout the park will feature menus and foods that are appropriate for their particular area. Cajun cookery and a praline kitchen will highlight the New Orleans area; seafoods, the New England section; spicy dishes will be featured in the Great Southwest area; and loggers

stew in the Yukon. The shops will offer merchandise peculiar to various areas, and craftsmen will produce many of the products as the guests watch. Every feature will be part of the entertainment value of the park.

In succeeding years, annual improvements, additions and changes will be made in the theme park, as they are in all such parks. These are designed primarily to encourage the local guests to desire to make annual return visits to see the new features as well as to again enjoy the old ones. A constant appearance of meticulous care is as essential in this business as we have found it to be in the hotel business.

The Setting . . .

Though located beside a busy interstate highway, Great America must create its own mood. The sights and sounds of the seventies must be shut out. And just as they are kept out, the moods that are created within must be held within. An earthen "berm" of up to 20 feet in height will be built in appropriate locations on the perimeter of the park. This will appear as a natural hill, heavily landscaped with grass, shrubs and trees. It will weave in and out in an irregular pattern, effectively blocking the view both in and out of the park. A landscaping budget of over one million dollars has been allocated to accomplish this.

It has been previously demonstrated by the architects for this project that the interior of the theme park can indeed be hidden in its entirety from the "outside world". The forest green park-like setting with meandering paths, waterfalls, boat rides, picnic areas and various entertainment features will be a restful delight to the eyes of its beholders.

Night-time lighting will include gas street lights, delicate twinkle lights in trees, and subtly placed illumination of the facilities. Again, the mood of the several park sections must be maintained and enhanced by the lighting. Garish, overly bright lights would destroy rather than improve the desired atmosphere.

Prior to the actual design of the park, a detailed environmental study is performed, detailing all the natural features of the land. These are then carefully preserved to the maximum extent possible—moving building placement, rather than trees; using the existing trees (and supplementing them with hundreds of new ones) for shade and restful appearance.

The parking area will also be a well landscaped area, and rather than one large area, it will consist of a number of smaller parking areas linked by connecting streets. It, too, will be ringed by berms and planting so as to be unobtrusive. It is the "first impression" for the guests of the park, and as such must be attractive in its own right—the mood setting begins properly with the first guest contact. Lighting will be sufficient to insure auto safety, but will be restrained and shielded from the outside.

An advisory committee of nationally known environmentalists has agreed to evaluate architectural plans and to advise regarding the entire project. The Marriott approach to this critical area will be one of understanding and responsibility. It simply will not "let down" those who know and respect the company for always paying attention to its community responsibilities. Maximum care will be given all ecological concerns when in operation as well as during the construction time.

Operating Season Data . . .

Theme parks are always seasonal in operation except where they can cater to large numbers of tourists, as in Florida and Southern California. Marriott's Great America will operate on weekends during the late spring and early fall, and daily during June, July, and August. Total days will be around 140 per year. The remaining days of the year it will be completely closed.

The park will be open from 10 a.m. to 10 p.m. daily, and probably until 12 on Friday and Saturday evenings. During the spring and fall weekends, it will probably close at 7 p.m.

Costs of a Visit . . .

Guests of Great America will pay an admission price of about six dollars (\$6.00) for an adult, and around four dollars (\$4.00) for a child. This price entitles the guest to enjoy all the facilities throughout the day. No tickets or other payments are required. Of course, any food purchases or items from the crafts and retail shops in the park will be at added cost. Generally speaking, a visit to a theme park is planned in advance by a family, with very few "impulse" visits.

Based upon actual counts at similar parks, approximately three adults may be expected to attend for every one child.

Group admissions are encouraged, with special prices being offered to church groups, school groups, civic associations, companies and similar groups. Many of these will arrive in school buses or charter buses. Employees are naturally granted free admission on their days off (and surprisingly frequently use the privilege!). Their immediate families are also granted a limited number of free admissions.

And Who Are the Employees . . .

The park will offer both permanent and seasonal employment opportunities—almost wholly to local area people. The regular positions will include about 250 persons in administrative and clerical jobs, security, maintenance and others. Computer operators and many other technically trained persons will be much needed. Through the winter months, skilled craftsmen in many trades upgrade, change and maintain the facilities so that in the spring they may open with a fresh, clean appearance for the new season.

During the operating season, high school and college students are used nearly exclusively to fill the seasonal jobs. Certain key seasonal positions, such as cash control, cashiers, and some supervisory jobs, are also filled by teachers, and housewives. Around 1500 of these jobs will be available each summer. Hourly wages are very good, with many benefits and costumes furnished. Working conditions are exciting, and most summer employees will desire to return several years in succession. Some will eventually join the permanent staff of the park.

It would be well to note that since the employees are all expected to be hired locally, it will not be necessary to provide housing for them. No other modern theme parks provide employee housing.

Internal Services . . .

Marriott's Great America will provide many services for itself which are normally supplied by the local government to other kinds of developers. A fully trained security department will handle all internal public safety: crowd control, traffic control, and cash and merchandise security. A well qualified law enforcement officer will be employed by Marriott to head this department as Chief of Security.

Fire protection will be assured the park by a modern Marriott owned fire department under the direction of a professional fire chief. A modern fire station on the premises will house the pumper and other modern vehicles needed for this job. Permanent personnel will be well trained to equal local standards.

Minor illnesses and the inevitable bruises and scrapes that go with any crowd or large number of employees will be tended to in the park infirmary. This facility will be operated under the guidance of a local physician, with a full time staff of registered nurses on duty. A modern ambulance will be available if needed.

Marriott has offered to arrange a mutual emergency aid agreement with the county government, so as to make its equipment and personnel available to the community in time of need.

External Services . . .

This type of facility requires only very limited services from the local government. It creates no new need for educational services, libraries, recreation facilities, or other social services, for it employs people who already live in the area, with the exception of a few executives and persons with needed unusual skills. It does need utility services, however, yet expects to pay fair taxes for these as do all businesses, residents and developers.

Water supply for drinking and cooking, as well as for use in the manmade lagoons, ponds, fountains, etc. is needed. Water for those decorative uses is constantly recirculated in a Marriott owned filtration and pumping system. Rainwater runoff from the parking lot is also retained for use in the decorative ponds, thus reducing the amount of needed fresh water.

The other utility needed is a sanitary sewer service of sufficient capacity to treat the busiest days' needs. Because of the relatively low attendance on week-days and the closed facility in the off season, the park normally places far less demand on the system than would appear necessary.

These two services are really all that any modern, well planned theme park requires from its local government. Experience in several other communities with similar parks verifies this fact.

Traffic and Highways . . .

A source of possible concern is that of theme park effect on local highways. Careful study of other parks reveals that there is a fortunate compatibility of traffic. The busiest hour of the park's day is the first one—from 10 a.m. to 11 a.m.—when "rush hour" traffic is over. And during the evening rush hour from 4 to 6 p.m. parks have their lowest arriving attendance with only average amounts departing.

Also most fortunately, because of the location of the park in relation to the great majority of its attendance, the traffic is contra-cyclical—in the morning it goes out to the park while rush hour, business and shopping traffic is generally headed in. And the reverse occurs in the afternoon. The result is that roads planned for normal rush hour traffic can readily handle theme park traffic. We know, incidentally, that Sunday evening traffic headed back into the city is already often very heavy. Fortunately, experience in other parks indicates that Sunday is the least busy evening of the week in theme parks.

Experience in other communities also indicates that the great bulk of vehicles will arrive and depart from the park on the major artery beside it. Traffic on local roads is largely limited to local residents of the county who must travel cross-county to reach the park. The average guest who has traveled twenty miles or more will very logically have done so on the major highway which is advertised as the location of the park. To return home after a long day (averaging nearly 8 hours), he will simply return by the same route.

What Will be the Local Effect . . .

Thoughtful and objective evaluation of comparable theme parks easily shows that Marriott's Great America will be an asset locally. The friendly atmosphere, clean facilities and wholesome entertainment will attract mostly family groups. They will come and go quietly, for they are almost always enjoying a pre-planned full day of recreation.

Again, experience shows that seasonally-operated theme parks catering to a regional clientele do not create a rash of building of peripheral attractions and facilities (this is not true of warm weather year-round theme parks, which create enough long distance tourist attendance to justify such construction). The most other businesses that any of the theme parks have near them is two or three motels—and we already have these in this area. It is thus reasonable to expect that Great America will induce little or no other new businesses in the area. Only growth of local population can really justify new service businesses.

Since Great America will require relatively little in the way of local government services, it is a fact that tax revenues both locally and for the state will be almost all "new" money. Very significant tax revenue from both sales tax and property tax will be derived. Because almost all the employees will be from this immediate area, no new expenses will be incurred for education or other services. Yet a payroll of over seven million dollars will flow into the local economy. These dollars will be felt by local businessmen, while the tax dollars will be beneficial to every resident.

What are Marriott's Other Plans . . .

Some of the Marriott land is being planned for use as a light industrial, or business park. Research and development type facilities, and offices will be encouraged to locate here. All will be low rise, heavily landscaped, again using water bodies for decorative purposes. Development of this aspect will be done for Marriott by a large, reputable firm in this specialized field.

Marriott will place certain restrictions on the sale of sites in this park, so as to assure that it will be compatible with the Marriott Theme Park, and that the quality will be complementary to the theme park. We anticipate that this development will take several years, for the location is still quite some distance from the city, and tenants must be carefully selected. A substantial tax base should accompany such a development.

A Marriott Hotel will be built at some future date. As of this time it is not considered to be economically justifiable. The lack of winter business, while the theme park is closed would be too difficult to overcome. Other motels in the area should readily handle Marriott guests in the summer. Our other Marriott Hotels

in the area will also provide limousine service to the theme park. As the population in the area grows in the future years, and as another hotel is warranted, Marriott will build its hotel on the site. At that time, conference and recreation facilities found in all Marriott Hotels will be available for the community.

Still another future component of the site may someday be an unusual enclosed specialty shopping plaza. This, too, will be heavily "themed", with all of its shops being entertainment features in their own right. Artisans will demonstrate their trades, making jewelry, working with leather and textiles, painting portraits, sculpting, and doing other craft work. A number of restaurants with widely varied menus and prices will also be featured. Present indications are that the population of the area is not adequate to support this facility, and so it must wait until some later date.

It is possible that Marriott may now or later wish to operate a car care center for the convenience of its guests, selling fuel and light services to them. Though a firm decision has not yet been made, we do want to note this as a possibility. In the event that such a decision is made, full application for approval will be made.

Marriott has no other plans or intentions for the use of its property. We believe that these facilities will be highly regarded and amply successful to keep us busy for many years to come.

Marriott's Pledge . . .

Through many years of steady growth with new businesses in this metropolitan community, Marriott Corporation has demonstrated good corporate citizenship. It has regularly reflected the wishes of its guests and its neighbors. It has proven itself compatible with community needs, and has clearly shown that it is a corporation with a conscience. We pledge that the good citizens of this community will find that Marriott's Great America will meet its obligations to each and every one. Our promises will be fulfilled, and we hope to earn the respect of each of our new neighbors.

Our next witness is Mr. Ronald H. Walker, Director of the National Park Service.

STATEMENT OF RONALD H. WALKER, DIRECTOR, NATIONAL PARK SERVICE

Mr. TAYLOR. Mr. Walker, have a seat.

Mr. WALKER. Thank you, Mr. Chairman.

Mr. Chairman, members of the committee, I appreciate this opportunity to appear today. At the outset, I want to assure you and the Congress that the Department of the Interior is fully committed to protecting the integrity of Manassas National Battlefield Park.

This area preserves the site of the Battles of First and Second Manassas, sometimes referred to as the Battle of the Bull Run, where in July 1861, and in August 1862, Confederate Forces defeated Union troops in two important battles of the Civil War.

Originally acquired by the Federal Government as a recreation-demonstration area under the program of the early thirties to acquire submarginal lands, Manassas National Battlefield Park was designated as a unit of the National Park System by the Secretary of the Interior on May 10, 1940. This action was taken pursuant to the Historic Sites Act of August 21, 1935.

Later the Congress authorized further acquisitions by the act of April 17, 1954. The total authorized area of the park is 3,031.67 acres. Located only 26 miles from Washington, the park attracted almost 726,000 visits in 1972.

Near the southwestern border of the park is a 513-acre tract of largely undeveloped land between Interstate Route 66 and U.S. 29-211. This site was a staging area for General Longstreet's Confederate troops during the second battle on August 29, 1862. From here, he launched a counterattack on August 30, which was instrumental in forcing the Union Army's retreat. General J. E. B. Stuart's headquarters was also located on this property.

On February 15 of this year, we became aware of a proposal by the Marriott Corp., to develop this property as a theme park. Because of its potential impact on the Manassas National Battlefield Park, we sought further information from Marriott on the proposed development.

On March 2d, field representatives of the National Park Service met personally with a company official to discuss the project. Another meeting was held in the field on March 9. National Park Service field personnel also attended the March 16th public meeting on the project called jointly by the Prince William County Board of Supervisors and the County Planning Commission.

Because the National Park Service has been unable to obtain detailed information on the proposed development, we have not taken a position for or against the project, and we have so advised Marriott.

Basically, our concerns are these: (1) access. The project will undoubtedly draw millions of people from the Metropolitan Washington area to the northeast. Access to the Marriott land would appear to be necessary either from Interstate 66 on the south or from U.S. 29-211 on the north.

If access is from U.S. 29-211, this means that a tremendous traffic load would be generated right through the middle of Manassas National Battlefield Park. And if any highway construction involves the use of park lands, section 4(f) of the Department of Transportation Act and section 138 of title 23, United States Code, would apply.

These sections prohibit the Secretary of Transportation from approving a project using parkland unless there is no feasible and prudent alternative to such use, and the project includes all possible planning to minimize harm to the park. While we understand that Marriott's plan calls for an access from Interstate 66, we also understand that the State highway department has indicated that no funds would be available for the planned interchange on Interstate 66.

(2) Camping. Picnicking for the park visitors is permitted in a very small picnic area. No camping is permitted. Depending on the size and type of campground or picnic facilities proposed by Marriott, the potential exists for a heavy load on the Federal lands that we could not assume without significant additional development. At this time, no details are available on these facilities.

(3) Pollution. No details are available on possible pollution, including noise from various amusement devices. We understand that Marriott has undertaken an acoustical survey as part of its pollution analysis, but we have not had the opportunity to review it.

(4) Theme tower. Marriott's plans call for a structure of up to 350 feet in height. No definite information is available as to its height, its precise location, architectural details, and the several uses proposed for this structure.

Until more detailed information is available on which we can assess the impact of the Marriott proposal on the park, especially on these four areas of concern mentioned, the Department of the Interior cannot take a position on the proposed development. However, we do have a very real interest in the project beyond that of just being potential neighbors.

For example, section 106 of the National Historic Preservation Act of 1966 (80 Stat. 917) requires the head of any Federal agency, before approving any proposed Federal, federally assisted, or licensed undertaking, to take into account the effect of the undertaking on any site included in the National Register of Historic Places. Manassas National Battlefield Park is listed on the National Register.

Any increased sewer capacity for the Marriott project could involve Federal financial assistance or the issuance of a license, and any highway construction to permit access to Interstate 66 or U.S. 29-211 would involve such assistance.

Under section 106, the agencies administering the Federal highway and water pollution abatement program would be required to consider the effect of the project on the battlefield park, and they would have to give the Advisory Council on Historic Preservation a reasonable opportunity to comment.

Our past experience under section 106 has been that the other Federal agencies give great weight to the opinion of the Department of the Interior in matters involving historic properties. The Secretary of the Interior is a member of the Advisory Council on Historic Preservation, and the Director of the National Park Service by statute is the Executive Director of the Council. While section 106 will not technically prohibit any project from adversely affecting the National Register property, it does assure that such effect will be considered.

It is possible that the Federal actions of approving funds for highway and sewer construction might also fall within section 102(2)(c) of the National Environmental Policy Act of 1969. This section requires a detailed statement by the responsible Federal official to accompany major actions significantly affecting the quality of human environment. The statement must include a discussion of the alternatives and the environmental impact of the proposed action. The National Park Service would have an opportunity to review and comment on such a statement.

Inasmuch as the development site is not within the boundaries of the park as established by the Congress in 1954, we could not acquire the property for addition to the park. Therefore, our primary concern will be to analyze the impact of the project, as the details and facts are developed, and to advise the appropriate Federal agencies and the Advisory Council.

We share and appreciate your committee's concern in this project, and we'll be pleased to keep you advised as the plans are made clearer and as we can develop a firm position on them.

Thank you, sir.

Mr. Chairman, with your permission, I have with me Superintendent Russ Berry, who is the superintendent of the Manassas National Battlefield Park.

Mr. TAYLOR. Do you care to make a statement, Mr. Berry?

Mr. BERRY. No, sir.

Mr. TAYLOR. You do not?

Mr. BERRY. No, sir.

Mr. TAYLOR. Mr. Walker, you state that because the National Park Service has been unable to obtain detailed information on the proposed development, you have not taken a position for or against the development, and you have so advised Marriott.

Now, are you seeking information?

Mr. WALKER. Yes, sir, we are and have been.

Mr. TAYLOR. Has Marriott been cooperative in furnishing information?

Mr. WALKER. Yes, sir. I would say they have. The superintendent has met with them on a number of occasions. We have it documented, sir, if you would like it. Mr. Marshall and Mr. Shedd, who is with us today, from the Virginia National Park Service Office, have met with them.

Mr. TAYLOR. Well, what information do you seek that you can't get? And why can't you get it?

Mr. WALKER. Well, sir, as I indicated in my statement we still have great concern with four areas—road access, camping, pollution, and the theme tower.

Mr. TAYLOR. Well, how long would it take you to get the additional facts that you seek?

Mr. WALKER. I can't answer that, sir.

Mr. TAYLOR. Well, you see the danger in waiting until options are exercised and construction underway before making your determination?

Mr. WALKER. Yes, sir. As I indicated earlier, we are attempting to get as much information as we can. I have been told by the superintendent, Mr. Shedd, and Mr. Marshall, that the Marriott people have been cooperative.

I'm not sure if all the details are available to them. I can't speak to that, sir.

Mr. TAYLOR. Now, when you do have the complete facts concerning an industrial center and a theme park plan, which is to be located right next to the battlefield, what will be your situation?

Mr. WALKER. Sir, again, with the information that we have at our disposal right now, and until we have a detailed site plan, the National Park Service and Department of the Interior is just not in the position to have any comment on it.

Mr. TAYLOR. Mr. Walker, a year ago, plans were announced to build an observation tower adjacent to the Gettysburg National Battlefield. Bring us up to date in the situation. Tell us how the National Park Service reacted to that? And tell us what the result was?

Mr. WALKER. Mr. Chairman, as you know, that was before my time. I understand that there's been a great deal of controversy with regard to the tower. The tower is being built, I am told, at this point.

Mr. TAYLOR. Is there anybody here from the National Park Service who could answer that question?

Mr. WALKER. Quite possibly, sir.

With your permission, I'll ask Stan Hulett if he knows the status.

Mr. HULETT. Mr. Chairman, we don't have the exact details, but we would be happy to supply it for the record for the committee's consideration.

Mr. TAYLOR. Absent objection, a copy of the answer will be placed in the record.

[The material referred to follows:]

STATUS OF GETTYSBURG TOWER

A 300-foot viewing tower is being privately erected close to the Gettysburg National Military Park and Cemetery. The Governor of Pennsylvania brought suit in State court to enjoin the construction of the tower on the ground that such construction would violate the rights of the people of Pennsylvania under a recent environmental amendment to their State constitution. In December 1972 the lower State court denied the plea, stating that no permanent damage to the values of the park vicinity had been proven. This position was upheld by the highest court of the State in April 1973.

Construction has proceeded this winter with a parking lot, septic system, elevator pit, and foundations. Steel has been delivered to the site. The tower is expected to be in operation this summer.

Mr. TAYLOR. The gentleman from Texas?

Mr. KAZEN. Mr. Director, there actually isn't too much that the Department of the Interior can do about this, is there, unless there are Federal funds expended on any of these projects that you mentioned, for instance, highway construction, sewer facilities, and things of this type.

Mr. WALKER. That is correct, sir.

Mr. KAZEN. But as you say those agencies involved, if there should be any Federal assistance, will put great credence on the position that the Park Service takes.

Mr. WALKER. Yes, sir. We've had very good support from the other Federal agencies in the past, and we would anticipate that same support in this situation.

Mr. KAZEN. As I understand the problem now, if this corporation gets the go ahead sign from the State, they for all practical purposes, could start working until they come to some hitch where there's some Federal money involved.

What I was wondering is just what is the extent of the involvement of the Federal Government, the park system in this case, and what can we do about it?

Mr. WALKER. Well, sir, what the Department of the Interior is doing, and what I am personally doing, is trying to get as much information as we can, as rapidly as we can, so that we will be in a position to take a better look at it.

Mr. KAZEN. And that is information that you yourself cannot get, it has to be furnished to you by a third party?

Mr. WALKER. Yes, sir. That is correct.

Mr. KAZEN. Thank you, Mr. Walker.

Mr. TAYLOR. The gentleman from Pennsylvania?

Mr. SAYLOR. Mr. Walker, if for no other reason than the First Battle of Manassas should be remembered, it would probably be remembered by President Lincoln's comments. You know that General Pope, who was a leader of the Union forces, and in sending reports back to the President, he signed them the official title was "Headquarters in the

saddle." And President Lincoln is reported to have said, the trouble with Pope is that he has his headquarters where his hindquarters ought to be.

I think maybe some people in the Park Service have the same problem.

Now, your comments on the impact—now if there is no interchange built on I-66, how will the traffic get to the Marriott Park?

Mr. WALKER. From U.S. 29-211, sir.

Mr. SAYLOR. This runs through the park, is this correct?

Mr. WALKER. That is correct.

Mr. SAYLOR. And if you expect to widen this road, you would have to take a portion of the land that is now in the National Park?

Mr. WALKER. You said, sir, if I intend to widen?

Mr. SAYLOR. If this highway is widened to four lanes to take care of the traffic, the only place they can get any land is from the Park Service. Is that correct?

Mr. WALKER. That is correct, sir.

Mr. SAYLOR. In that area where it runs through the park?

Mr. WALKER. That is correct.

Mr. SAYLOR. So that if the State of Virginia turns down Marriott's request for an exchange on I-66, the only thing that the people from Marriott or the people in that county can do is to request the State of Virginia to expand 29-211 into a four-lane highway. And then you'll have to give up part of your parkland.

Mr. WALKER. Congressman Saylor, I think that Mr. Brown addressed himself to that quite eloquently, and that is if the interchange on Interstate 66 is not built, they will go back to the drawing boards in regard to the theme park.

And that puts us in a situation of really not being in a position to comment. I'm not even considering, right now, a four-lane highway down the middle of Manassas National Battlefield Park, sir.

Mr. SAYLOR. But if the interchange is not built and you're going to have 2 million visitors come there every year, and as high as 6 million, as they anticipated in certain of their propaganda, you're going to have the best traffic jam out there that you've ever seen.

Mr. WALKER. Congressman Saylor, I have no intentions of having a traffic jam, sir. In regard to what Mr. Brown said, if the interchange is not approved, they will not build the park. And if that's the case—

Mr. SAYLOR. All right. Is camping allowed at the present time on the Manassas battlefield?

Mr. WALKER. No, sir. As I said in my statement, it is not.

Mr. SAYLOR. Where is the nearest camping area, either Federal or State, that is available for persons who desire to come here in trailers and camp?

Mr. WALKER. Sir, with your permission, I'll let Superintendent Berry talk.

Mr. BERRY. There are two private campgrounds located approximately 4 miles from the battlefield north on 234. There is a regional park campground located 3 miles to the east of the park off of U.S. 29-211. There is one private campground located 5 miles from the park west on U.S. 29-211.

Prince William Forest Park, the nearest National Park Service area that has campground facilities, is located 17 miles due south on Route 234. These are the only campgrounds within a reasonable distance of the park.

Mr. SAYLOR. Do you have any idea of the number of spaces that are available in the State and private parking areas that you have specified, in round figures?

Mr. BERRY. That would be under 1,000.

Mr. SAYLOR. Well, assuming four people to a car that would be coming there, that would be half a million cars. A thousand isn't very much to take care of, is it?

Mr. WALKER. No, sir. It is not.

Mr. BERRY. No, sir.

Mr. SAYLOR. One thing, Mr. Walker, I would like to get a definite statement out of you. You said that you had no intentions of allowing U.S. 29-211 to be widened.

Can you tell the members of this committee that you will not permit the Park Service to go along with the widening of that road to a four-lane highway without the permission of the Congress?

Mr. WALKER. Yes, sir. I will give you that commitment.

Mr. SAYLOR. All right. Now, they intend, so Mr. Brown said, to have somewhere in the neighborhood of 86 to 100 acres for parking. Now, if it is used for parking, it will be necessary, of course, to blacktop it or put some other surface on it.

Is that correct? This is the modern method of providing parking? We don't allow them to go out in the fields and park any more for the simple reason that people just don't want to do those things. Is this correct?

Mr. WALKER. Yes, sir. That's basically correct.

Mr. SAYLOR. All right.

From my observation and without a topographical map, I am not in a position to say this definitely, but from my observation, this 513 acres which is involved in Marriott land, drains right down through the park. Is that not correct?

Mr. BERRY. Yes, sir, the main drain for the Marriott-optional property is Youngs Branch, which goes the length of the park, parallel to U.S. 29-211 and Bull Run Creek.

Mr. SAYLOR. If roughly 100 acres are covered with an impervious substance, there will be no possibility for percolation of any rain or snow into the ground in that area, and all it will do is hasten the run-off down through the park. Is that not correct?

Mr. BERRY. No, sir. It's not. It would have been over up to a year ago. After Agnes hit, the Prince William County Board of Supervisors passed a very strict ordinance which states that any developed property cannot exceed the runoff that was on that property before it was developed.

Mr. SAYLOR. Well, now, Mr. Superintendent, I'm very happy they passed that ordinance. But they didn't have a very good communication with the individual that sends the rain and the snow, because God doesn't care what kind of an ordinance they pass.

If it's covered with an impervious surface, the water's got to go some place, and even in that county, it doesn't run uphill.

Mr. BERRY. Marriott Corp., in their environmental analysis in answer to the county ordinance, has proposed underground storage areas and pumps, and to use the runoff after it's been treated to fill their manmade lakes and ponds.

Mr. SAYLOR. Well, with due deference, sir, to the engineers that Marriott has, they can't do any better job than the Corps of Engineers have done. The Corps of Engineers have come to Congress for over 100 years, and made their pleas as to reasons to build dams.

They've said that the very purpose of those dams were to take care of the rainfall and the usual floods, the annual flood, the 5-year flood, the 10-year flood, the 50-year flood. But they weren't going to take care of, and they have told Congress that they weren't going to take care of, the 100-year flood or the 500-year flood.

But since I have been fortunate enough to be in Congress, the Corps of Engineers has had a couple of situations that their communication with the Almighty wasn't very good. We just had one last week where they built the Tennessee Valley, and they built all of those dams. And we had a town, Chantanooaga, flooded tremendously.

We had Agnes that went through, and Agnes exceeded all the rainfall that they expected even for 100 years. They had one up in Alaska that wiped out the entire Alaskan Exhibition.

And I'm sure that the Marriott Corp. engineers aren't any better than the Corps of Engineers. And when that rainfall comes, and it fills up all those underground chambers, they're going to come right down through the Manassas battlefield.

Mr. TAYLOR. The gentleman from the Virgin Islands.

Mr. DE LUGO. Thank you, Mr. Chairman.

Mr. WALKER, I'm interested that you cite the historical significance of the area that Marriott proposes to acquire and use, is the staging area for General Longstreet's Confederate troops during the Second Battle of Manassas, and that he launched his counterattack there, which was instrumental in forcing the Union's defeat. Also, General J. E. B. Stuart's headquarters was located on this property.

Of course, in the last few weeks, there have been those that have been trying to impress upon me that this area has very little historical significance.

I'd like to ask you, was the Marriott land at any time considered for inclusion in the National Battlefield?

Mr. WALKER. Sir, to my knowledge it was.

Mr. DE LUGO. In light of the fact that it was originally included and that it would appear from your statement and from other testimony that will be presented here, that I read before I came to this meeting today, that it is of historical significance, would you suggest that it would be appropriate to annex this land to the National Battlefield?

Mr. WALKER. Sir, I have asked the National Park Service, which has a number of very good historians, to put together the information in regard to this land for me. I have not received that final report.

As to whether it should be incorporated into the Manassas National Battlefield Park, I understand that it has been considered in the past, and it has not been incorporated. As to whether it should be done now, sir, I would leave to the Congress' opinion, sir.

Mr. DE LUGO. I'd like to get that report on the record if I may, Mr. Chairman.

Mr. TAYLOR. Absent objection.

Mr. DE LUGO. When it's completed.

Mr. TAYLOR. The report requested will be placed in the record when completed.

[The material referred to follows:]

THE HISTORICAL SIGNIFICANCE OF THE TRACT PROPOSED FOR DEVELOPMENT BY THE
MARRIOTT CORPORATION AT MANASSAS, VA.

The tract proposed for development by the Marriott Corporation was occupied during the Battle of Second Manassas, on August 29 and 30, 1862, by Major General James Longstreet's Corps of General Robert E. Lee's Army of Northern Virginia. From this tract and from adjoining areas north of the present U.S. 29 and south of Interstate 66, Longstreet's brigades advanced against Federal forces attacking Stonewall Jackson's Corps from fields to the east now within Manassas National Battlefield Park. Longstreet's attack relieved the pressure on Jackson's Corps and gained the initiative for Lee's army. The Confederates then drove their opponent, the Federal Army of Virginia, from the field and destroyed it as an effective fighting force.

Although the area occupied by Longstreet's Corps south of U.S. 29 thus has historical significance, it must be considered as less significant than the land north of U.S. 29 and east of Route 622 within the park where the hard fighting at Second Manassas actually occurred. In addition, integrity and suitability of the tract as part of the battlefield have been compromised by the construction of Interstate 66, by the location of a housing area on the east side of Route 622, and by the presence of a high tension line. The Interstate has severed that area occupied by the right of Longstreet's line from the tract in question and from the remainder of the battlefield and has damaged the historical integrity of the adjoining areas. The housing development has violated the path of Longstreet's attack and has intruded between Longstreet's position on the tract and the scene of combat to the east. The power line across the tract is a prominent visual intrusion.

Mr. DE LUGO. I would also like to comment. One other thing that is incongruous to me, Mr. Walker, in your statement—you leave a number of very basic questions unanswered.

Over and over, you repeat the phrase, "no details are available on these facilities," again, on page 3, "no details are available on possible pollution including noise from various amusement devices," and on and on. So that you are not able to reach conclusions.

But then you state that Marriott is cooperating fully. That seems to be incongruous to me. And this, I might say, has been one of the things that has struck me from the beginning, in February, when this whole question came up, time and time again, responsible officials were asked to act, it would appear without the necessary information.

So I would hope that Marriott would, in fact, make this information available to you, and I would hope that you will exercise the responsibilities that you outlined here, because I am very concerned about the impact on traffic, the impact on that whole area.

I have here a report from the Washington Star of March 29, where one of the Prince William supervisors, a Charles Colden, I believe, went down to Six Flags Over Georgia to take a firsthand look at the impact in that area.

The traffic backup there on Saturdays was 5 miles.

I think it was brought up very well by the ranking minority member on this committee, Mr. Saylor, that it would appear that we're going to have two different groups of people out in the area; one of one

age group, one group of people going out to look at the park, and the other is a completely different group of people.

So it's not going to be the 2 million people that Marriott estimates, but it will, in all probability, be a significantly larger number of people that are going to be coming out in that area.

I think these are very serious questions that have been raised, and I think that they are questions for all of the responsible officials to get the answers to before they act.

Let me also say this, I have the highest regard for the Marriott Corp. If it is going to be done in good taste by anyone, it will be done in good taste by Marriott.

But what is in question here is not the question of simply good taste, but rather the total impact on the whole area and whether the national park integrity will be preserved, whether Prince William County can absorb this, and all of the other questions raised here.

Thank you, Mr. Taylor.

Mr. TAYLOR. The gentleman from Kansas?

Mr. SKUBITZ. Thank you, Mr. Chairman.

Mr. Walker, 11 years ago, when I became a member of this committee, I sat way down at the end, 13th ranking member. And during that period of time, the then chairman of the committee, Mr. Aspinall, and the senior Republican member, Mr. Saylor, did most of the questioning. And by the time it got down to the 13th man, there wasn't much to ask.

Mr. Taylor is very fortunate. Mr. Aspinall is gone, and he gets his licks in before Mr. Saylor.

Mr. Saylor has asked most of the questions I've intended to ask, but I would like to ask one question.

Mr. WALKER. Yes, sir, please.

Mr. SKUBITZ. You mention that you haven't received any details regarding camping facilities or pollution or the theme tower. Are you saying to me, now, and to this committee, that if the Marriott Corp. makes provisions for adequate camping spaces within the park, that if the Marriott Corp. and the authorities in Virginia agree that they are able to take care of the pollution problem, that if the theme tower, 200 or 350 feet high, is of such a nature that you wouldn't find it objectionable, that you would have no objections to this park?

Mr. WALKER. No, sir. I hope that I have not given that impression at all.

Mr. SKUBITZ. Thank you, sir.

I yield to my colleague.

Mr. SAYLOR. Mr. Walker, the Marriott Corp. has said in some of its releases that they have put out, that sewage service of a sufficient capacity to treat the busiest days' needs would be required.

Now, on the 15th of February, the county board of supervisors and Marriott signed a contract guaranteeing enough sewage capacity to permit the operation of this theme park. Now, of course, they did this without the concurrence of the Virginia State Water Control Board.

The Virginia State Water Control Board, when they got all of these papers down there, took a look at it, and said that sufficient sewage capacity might not exist in time for the park's opening.

Now, I understand that the board of supervisors has now crawled back, trying to get a little closer to the tree, and so they have reworded the agreement, and said they're going to make every effort to find capacity to take care of the sewers.

Now, since water still runs downhill, and toilets do overflow, the only place it can overflow to—is the Manassas battlefield, and you'll eventually get down into the Potomac.

Now, what effect will that have on the Manassas battlefield?

Mr. WALKER. Well, sir, if it happens the way you describe it, I imagine it would have considerable effects.

Mr. SAYLOR. Well, I'm afraid it might have a—that even the 700,000 people that came there last year wouldn't be very much interested in going out and seeing the battlefield. They might think that the Federal Government hasn't taken care of the corpses there from the First and Second Battles of Bull Run.

Mr. TAYLOR. The gentleman from California?

Mr. KETCHUM. Yes, Mr. Chairman.

First, I'd like to thank the gentleman to my left here for his comments just prior to my recognition. I've been sitting here rather patiently all afternoon listening to some of the orations that have been going on.

I think at this juncture, I would have to say because of the great reference that was made to the Lord, that these people sitting out in the audience and the people in the United States ought to be very happy that the Ten Commandments are not subject to amendment, or the Congress would be debating them for the next 200 years.

I'd like to ask a question of the superintendent. What kind of a clientele do you have at the battlefield? Is it old folks? Is it families with small children? What age groups are you catering to?

Mr. BERRY. Representative Saylor has accurately described their visitation, leaving out only one small segment. In the past few years, we have been getting a larger proportion than before of very informed young people, the ones in the age group from approximately 17 to 20, that are in college and not married. And in greater increasing numbers, these are coming out to match the older people that are coming out to bring their children of 8, 9, 10, and 11, who are studying it in school and want to learn a little bit more about what the American heritage—

Mr. KETCHUM. Would it be a fair statement to say, then, of that age group that you've just mentioned, that it approximates the age group of the individuals that visit Disneyland in California?

Mr. BERRY. I'm not aware. I've never visited Disneyland.

Mr. KETCHUM. Well, we'd be very glad to have you come.

Another question is, you say you do have picnic facilities, but you don't have overnight camping facilities, and I believe the Director mentioned something about additional impact if more and more people were to come, that you have no money to develop additional picnic sites.

What would you do if Marriott did not develop this park, and suddenly as we approach the Bicentennial Year, your impact picks up? Let's say that instead of 2 million people, that you're going to have 4 million people during the Bicentennial Year.

What are you going to do about the picnic areas then?

Mr. WALKER. Sir, I'd like to answer that, please, if I may.

Mr. KETCHUM. Fine.

Mr. WALKER. I think that we're going to see continual growth, somewhere up close to 2 million in 1980. I think my figures are correct going into 1980.

But we're going to have to get more funding and staffing to the Manassas National Battlefield Park and soon in order just to take care of our visitors.

Mr. KETCHUM. Whether or not Marriott builds the park?

Mr. WALKER. Yes, sir. That's correct.

Mr. KETCHUM. I had one additional question, and I don't suppose that you can answer it. It would probably be better directed to Mr. Brown.

But you indicated that an environmental impact statement had been filed. Mr. Chairman, if I may.

Mr. WALKER. No, sir; I think it was an environmental impact analysis that the Marriott Corp. had done through private enterprise. We have a copy of it, sir, and it was made available to us 3 weeks ago.

Mr. KETCHUM. Is that pretty detailed information?

Mr. WALKER. It is, sir. The environmental impact statements that we would do in the Government, would quite possibly go along the same trends as that.

Mr. KETCHUM. In regard to some of your statements that you haven't received quite enough information, it looks to me like it will take you a little while just to read through this information.

Mr. WALKER. That's correct, sir.

Mr. KETCHUM. And if there's something in there that you don't have, I'm sure that you could ask for it, and you've indicated that Marriott's been cooperative along these lines.

I just want to point out, Mr. Chairman, is that I'm not trying to speak up in behalf of Marriott or on behalf of the Department of Interior. I think you're quite right in discussing this as regards to Manassas battlefield, and only in that regard.

It just appears to me that the quarrel here is not with what Congress is going to do about whether Marriott builds a park. I think that quarrel—if there is quarrel—is between Marriott and the State of Virginia, Prince William County, or over the board of supervisors, the planning commission, the water resources boards of the various areas.

So as far as the Department of the Interior is concerned, the National Park Service is concerned, when are you going to be able to tell this subcommittee whether or not you are going to have an abnormal impact on Manassas battlefield?

Mr. WALKER. When we have received the information that we requested in my statement sir, a detailed site plan.

Mr. KETCHUM. Fine; I have no further questions.

Mr. TAYLOR. Mr. Berry, the battlefield in the main is a little higher in elevation than the Marriott property. Is that correct?

Mr. BERRY. The points that are next to the Marriott property are higher, because the areas in the park that are next to the Marriott

property are parts of the park which had intensive fighting, and intensive fighting usually tries to take high ground. Yes, sir.

Mr. TAYLOR. Well, another question, Mr. Berry. You will be quoted a little later by another witness. She says in her prepared statement that you indicated that the theme park is scheduled to operate on weekends in the spring and fall, and daily during the summer months. And that 4 to 6 million people will be concentrated into a relatively short visitor season. Is that your statement?

Mr. BERRY. I recollect that statement except for the visitation figures, and my statement was made after I received the Marriott's environmental impact analysis. That information comes directly from the impact analysis except for the visitation figures.

Marriott at no time has quoted higher figures than 3 million, and I would not have, based on that information.

Mr. TAYLOR. I was going to ask you on what you based that estimate of visitation.

Mr. BERRY. The only estimates of visitation that I've ever quoted to people are from information that I received from this report. I spoke to several groups from this report, because the report was not available to the western end of Prince William County, and therefore, I was the only source for some of these groups to get their information at a particular time before the public hearing.

Mr. TAYLOR. Just one more statement.

Mr. Walker, I've been on this committee for 13 years. This is the first time that the Interior Department or the National Park Service has come before the committee, and has said we cannot make up our minds because we cannot get enough facts.

Now, that's an unusual position, and certainly cannot be a permanent position. It's bound to be a temporary position. Now, when will you be in a position to get the facts, and take a permanent position?

Mr. WALKER. As soon as the information is provided to us, sir, that I mention in my statement.

Mr. TAYLOR. Now you say that Marriott is cooperative. What's delaying you from getting the information?

Mr. WALKER. Sir, I can't answer that.

Mr. TAYLOR. I just can't quite understand why you can't get the information to reach a judgment if they're willing to furnish it.

Mr. WALKER. Mr. Berry has been working with the Marriott people, sir.

Mr. BERRY. Mr. Burke met in my office with myself and other park service officials on March 2, at which time we outlined the four points expressed in Mr. Walker's statement.

On March 9, Mr. Burke and Mr. Brown met with myself and other park service officials in my office again. They spoke to those four points that we had raised on March 2.

Their statement was that they were concerned about the effects on the battlefield, will do everything they possibly could to help us, but that their plans were not formalized to the point where they could do more than—in a general way—say that they would take our concerns into consideration.

But we have yet to receive detailed site plans or detailed plans to the point where they can specifically relate to our various concerns, and prove to us that these concerns do not or will not exist.

They are being cooperative in that they are contacting us and telling us that they are favoring the battlefield as far as to alleviate any effects. But they continue to say, being cooperative, that they don't have the information to give us.

Mr. TAYLOR. You're still endeavoring to get the information you need?

Mr. WALKER. Absolutely, sir.

Mr. TAYLOR. Well, thank you very much for your testimony, Mr. Walker and Mr. Berry.

Mr. KETCHUM. Mr. Chairman.

Mr. TAYLOR. The gentleman from California?

Mr. KETCHUM. I wonder if I just might pursue your line of questioning there for a moment?

Mr. TAYLOR. The gentleman may proceed.

Mr. KETCHUM. I'm just thumbing through this report here. How much more detail do you want than is in this report here?

Mr. BERRY. They had an acoustical analysis and said that the sound would not penetrate past the boundaries of the theme park. But as far as saying what sounds would be generated within those various theme parks, they haven't said.

So we can't use an analysis on something that doesn't exist at the present time. They say that it will not be based on other theme parks. So we don't know what this theme park will do. We don't know where the tower will be, or how high it will be. They say the buildings will be one story tall. A detailed site plan would prove that. They say they will be no closer than 500 feet to your boundaries. A detailed site plan would prove that.

Mr. KETCHUM. In other words, what you're saying to me I guess is that you want a complete architectural diagram, building plans, practically everything ready to go, to build.

Mr. WALKER. No, sir. I don't think that's necessarily what we're looking for. What we would like to know is on paper what they have planned within that theme park, and industrial complex.

Mr. KETCHUM. Have you looked at this?

Mr. WALKER. Yes, I have.

Mr. KETCHUM. I have no further questions. I still don't know what else you want.

Mr. TAYLOR. Well, thank you, gentlemen.

Mr. Frederick Simpich.

We'll proceed.

Mr. Simpich, we welcome you back before the subcommittee. You were here about a week ago. Your statement is rather long and in absence of objection, a copy of your entire statement will be placed in the record at this point. The attachment will be turned over to counsel for review and inclusion in the record if appropriate. You may proceed to summarize your statement.

[The prepared statement of Frederick Simpich follows:]

STATEMENT OF FREDERICK SIMPICH ON BEHALF OF THE CIVIL WAR ROUND TABLES,
ALEXANDRIA, VA., AND THE DISTRICT OF COLUMBIA

Mr. Chairman and members of the subcommittee: My name is Frederick Simpich. As you know, I appear before these hearings today on behalf of the Civil War Round Tables of Alexandria, Virginia, and the District of Columbia.

On March 23, 1973, the Subcommittee was gracious enough to hear our suggestions as to some of the likely adverse consequences to the Manassas National Memorial Battlefield Park should the Marriott Corporation be permitted to build an amusement park next to the Battlefield Park.

This Subcommittee may recall that one of our concerns was the pace at which the Marriott proposal is moving through the zoning process. Interested parties, including the Department of the Interior and this Subcommittee, have not had reasonable opportunity to evaluate the Marriott Corporation's assurances that there will be no adverse consequences.

I have even more reason to be concerned today. I asked independent professionals to examine some of the material put forward by the Marriott Corporation in support of its assurances. These professionals have advised me that the Marriott studies they have examined are deceptive, incomplete, and designed to emphasize benefits without exposing countervailing detriments.

More specifically, I forwarded Marriott's economic and market studies to economists in the Program Analysis Division of the Economic Development Administration—and also to the Urban Institute. I should stress that the individuals who reviewed the Marriott studies have no interest in the outcome of this controversy, are not being paid, have worked on their own time, and are, by way of economic speciality, experts on the consequences of commercial activities to regional and local development. By agreeing to the publication of their names, they are putting their professional reputation on the line.

I should like permission to submit their analysis (copies attached) for the record.

By way of summary, their analysis points out the following fatal shortcomings in the Marriott studies:

1. The Marriott sponsored studies are addressed to benefits only, and fail to analyze countervailing costs.

2. The Marriott studies *grossly* underestimate the number of visitors reasonably to be anticipated. That is to say, while the Marriott studies speak in terms of two to three million annual visitors, independent analysis shows that by the most conservative estimate over six million annual visitors should be anticipated. Accordingly, the concerns I raised last week with respect to crime, pollution, traffic, campers, ancillary business (that is, pizza parlors, gas stations, and the like) should be reconsidered by a factor of three.

3. The demand for ancillary services is grossly understated and these underestimates are supported by misleading information.

4. The employment impact loudly proclaimed by Marriott is totally irrelevant: The unemployment rate of Prince William County, 2.3 per cent, is already inordinately below the national average. At best the Marriott enterprise would reduce that figure by not more than 3/10 of 1 per cent.

These findings are pertinent to this Committee's responsibility for the well being of the Battlefield Park: If independent analysis discloses the economic and market studies put forward by the Marriott Corporation to be specious, what confidence can this Subcommittee have in Marriott's other assertions relating to the environment, traffic, crime, campers, and air and noise pollution?

After reading the independent study, it finally occurred to me why the Marriott Corporation is so willing to emphasize its intention to build a wall of trees around its amusement park. The stated purpose is to protect visitors to the Battlefield from being disturbed by the presence of an amusement park. After reading the economists' report, I am now confident the reason for the wall is to protect visitors *inside* the amusement park from the honky-tonk atmosphere *outside*.

RECOMMENDATIONS

I believe we have demonstrated that the potential impact of the Marriott proposal on the Battlefield Park brings the matter within this Subcommittee's jurisdiction.

We also have several recommendations. Each shares a common purpose; that is, a respectful suggestion that this Subcommittee urge the Interior Department to be creative in its thinking rather than be content to provide the Subcommittee with reasons why it cannot act now to protect the Park.

To this end, we request the Subcommittee to inspire the Interior Department immediately to consider action along the following lines, among others:

1. Investigate all possibilities either for purchase of a scenic or historic easement or outright purchase.

2. Explore, pursuant to Title 40 U.S.C., Chapter 10, the possibilities of exchanging excess federal property suitable to the stated needs of the Marriott Corporation for the property it now intends to purchase.

3. Investigate the possibility of having performed *now* the impact statements mandated by the National Environmental Policy Act which will later be required once the federal government is forced by traffic congestion to build additional access roads to and from I-66. (Should these impact statements reveal possible violations of standards established by the Federal Clean Air and Water Quality Acts, EPA has authority to compel the state of Virginia to maintain its current standards and to prevent the threatened degradation of the environment.)

4. Transfer the ongoing appraisal activity, authorized by Title 16 U.S.C. § 429(b), which we understand is being undertaken with a view toward expanding the Battlefield Park buffer zone from other areas which surround the Park to the area in question.

5. Urge EPA Director Ruckelshaus to exercise his discretion under Title 43 U.S.C. § 1857 to hold a hearing on the prospective impact of the Marriot proposal. Should the findings of that hearing indicate potential violations of federal environmental standards he would, of course, be able to take the steps already described.

In the event the Subcommittee is satisfied that Interior officials have investigated all possibilities and are unable under existing authority to protect the land, we then respectively request that this Subcommittee begin the legislative process to have this property condemned.

We respectively submit that there is no reason for either the Committee or the Interior Department to be diffident in pursuing this problem:

The President, in his 1973 Environmental Message, conceded that land use policy is largely the responsibility of state and local government. He went on to say, however, "Because land is a national heritage, the Federal Government must exercise leadership in land use decision processes." . . .

Further, enabling legislation which established the Interior Department contains the following statement of Congressional policy: . . . "[to] conserve the scenery and the natural and historic objects and the wildlife therein and to provide for the enjoyment of the same in such manner and by such means as will leave them *unimpaired* for the enjoyment of future generations." (Emphasis added)

AN ANALYSIS OF THE ANTICIPATED IMPACT OF GREAT AMERICA THEME PARK ON PRINCE WILLIAM COUNTY

Prepared by:

Margaret T. Bonina, Research Associate, The Urban Institute, Washington, D.C.

Anthony J. Sulvetta, Senior Economist, Program Analysis Division, The Economic Development Administration.

Contributions and Comments provided by:

Michael Samordic, Assistant Director for Program Analysis, Program Analysis Division, The Economic Development Administration.

Christopher Bladen, Deputy Assistant Director for Program Analysis, Program Analysis Division, The Economic Development Administration.

Dr. William J. Tobin, Program Analyst, Program Analysis Division, The Economic Development Administration.

MARKET AREA IMPLICATIONS OF "GREAT AMERICA"

This section of the report focuses on estimating the annual visitors to Marriott's Great America Theme Park. It is the opinion of the authors that county officials need more fully consider the financial costs for providing *necessary* public services for a large transient tourist population.

Marriott proposes to develop a "regional park" and anticipates that the park will attract approximately 2 million annual visitors in 1975 and 3 million visitors annually by 1984.¹ These figures however (for reasons to be explained later) are suspect. It is our opinion that *at least 5 million annual visitors* would be

¹ See Staff Report for Rezoning Case No. 73-18, *Marriott's Great America and Industrial Park*, Prince William County Planning Office, p. 3, and *Land-Use Impact of Marriott's Great America in Prince William County, Virginia*, prepared for the Marriott Corp. by Barton-Aschman Associates, Inc., Chicago, Ill., March 1973.

attracted to the Theme Park and thus create numerous local problems unless adequate public planning for new and expanded public facilities were to proceed the park's operation.

Consultant-conducted studies for the Marriott Corporation indicate that the Great America Theme Park will be similar to other "regional parks" and, particularly, to the Six Flags Over Georgia Park located approximately ten miles from Atlanta. Five areas of similarity between the Great America Theme Park and the Six Flags Over Georgia Park were identified:

(1) *Park facilities.*—According to Staff Report #72-18, The Theme Park will offer rides and entertainment similar to Six Flags Over Georgia.²

(2) *Park size.*—Initially, the Theme Park will have a 90 acre recreation area and an adjacent 86 acre parking and service area; when fully completed the park will cover approximately 335 acres. The Six Flags Over Georgia Park has approximately 100 acres for exhibits and amusements and is located on a three hundred acre tract.³

(3) *Park operating time period.*—The Theme Park will be open an estimated 143 days annually; according to the Director of the Six Flags Over Georgia Park, the latter is open approximately 138 days annually.⁴

(4) *Park location.*—It was determined by Barton-Aschman Associates that "... the proposed location for Marriott's Great America and industrial park in Prince William County is extraordinarily similar to the location of Six Flags Over Georgia on I-20 west of Atlanta."⁵ The authors of this report do not however agree with this finding for the following reasons:

A. As illustrated in Figures I and II, Six Flags Over Georgia is located approximately seven miles from Atlanta city limits and only ten miles from downtown Atlanta; commuting time between Six Flags and downtown Atlanta is generally less than fifteen minutes. Marriott's Great America Theme Park will be located approximately thirty-four miles from Washington's city limits and thirty-six miles from downtown Washington; commuting time between the location for Marriott's Great Theme Park and downtown Washington is approximately 60 minutes.⁶ This finding gives rise to other significant implications which are discussed in a later section of this report focusing on the potential demand for ancillary land uses.

B. The nearest prominent historical site to the Six Flags Park is Kennesaw Mountain National Battlefield Park, approximately fifteen miles due north of Six Flags. Marriott's Great America Theme Park will be adjacent to Manassas National Battlefield Park.

(5) *Regional market/market area.*—The Prince William County Planning Office Staff Report #73-18 states, "The Marriott facility will be geared to day visitors attracted from a market radius within 100 miles of the Theme Park." Likewise, it was determined that the Six Flags Over Georgia Park, also considered a regional entertainment center, has a market radius within 100 miles of that park.⁷

Since both parks appear to be similar in terms of park facilities, size, operating time periods, and market area, it was assumed that Marriott would be at least as successful as Six Flags in attracting residents within their market area to the Great America Theme Park. Approximately 3,564,000 people reside within 100 miles of Six Flags Over Georgia (see figure I and appendix A) and of these about 2,000,000 or 56% of the market area's population visit Six Flags annually.⁸ For the proposed Great Theme Park, approximately 7,331,000 people reside within 100 miles of the park site (see Figure II and Appendix B) and if Marriott is

² Staff Report for Rezoning Case No. 73-18, p. 32. See also *Land-Use Impact Analysis of Five Entertainment Centers*, prepared for the Marriott Corp. by Barton-Aschman Associates, Inc., Chicago, Ill., June 1972.

³ Staff Report for Rezoning Case No. 73-18, p. 32 and information obtained from the director of Six Flags Over Georgia. See also, *Land-Use Impact Analysis*, cited above.

⁴ Staff Report No. 73-18, p. 32. Information also obtained from the Director of Six Flags Over Georgia.

⁵ See *Land-Use Impact of Marriott's Great America in Prince William County, Virginia*, prepared for the Marriott Corp. by Barton-Aschman Associates, Inc., Chicago, Ill., March 1973, p. 5.

⁶ Clocked during non-rush hour traffic, 10 AM., Wednesday, March 21, 1973.

⁷ Staff Report No. 72-18, p. 32; information obtained from the Director of Six Flags Over Georgia.

⁸ 1970 population data compiled for all counties within a 100-mile radius of Mableton, Ga. using Current Population Reports, Series P-25, No. 461, June 28, 1971, U.S. Department of Commerce, Bureau of the Census. See appendix A for county population data for the Six Flags market area.

at least as successful as Six Flags, then Marriott should anticipate about 4,113,000 annual visits (based on 1970 population data).⁹ If past market area population growth trends are also taken into account, an additional 894,900 annual visitors could be expected to visit the Great Theme Park by 1980.¹⁰ Thus by end 1980, approximately 5,000,000 day visitors per season could be expected to travel into Prince William County for use of Marriott's "regional" entertainment center.

As one might expect, other factors would also contribute toward attracting day visitors beyond the case study estimates outlined above. One important consideration is income. The median family income for the Six Flags market area is \$7,807 with approximately 17.5% of the market area's family's below the Federally defined poverty level and 13.4% having median family incomes of at least \$15,000. The Great America Theme Park's market area has an average median family income exceeding \$10,000 with only 8.2% of all families below the poverty level and 30.9% having median family incomes of at least \$15,000.¹¹

Thus if income were an important consideration affecting amusement park attendance, then Marriott could expect relatively more market area residents to annually visit its proposed facility than occurs within the Six Flags market area.

Other considerations warrant discussion. Washington, D.C. provides a non-regional tourist base which attracts 18 million tourists each year into the Washington Metropolitan Area.¹² No attempt has been made to impute the potential spill-over effects into Marriott's "regional market." Similarly, the Manassas National Battlefield Park is another tourist attraction which would tend to complement Marriott's tourist drawing ability.

SUMMARY OF MARKET AREA IMPLICATIONS

The authors of this report believe that a more thorough and extensive analysis of the potential tourist impact on Prince William county should be made. Marriott's estimates of three million visitors annually by 1984 seems to be an underestimate which would occur only if the Great America Theme Park were relatively less successful than Six Flags Over Georgia. A more realistic but conservative estimate would be about 5,000,000 visitors per year by 1980—*assuming that higher regional incomes in the Great America Theme Park market area will not contribute to increased attendance and that no tourist spill-over occurs between Washington, D.C., the Manassas National Battlefield Park, and Marriott's Great America Theme Park.* Under these circumstances, Prince William county roads and public facilities would have to cope with servicing about 34,965 park visitors per day.¹³

POTENTIAL DEMAND FOR ANCILLARY LAND USES

Marriott sponsored consultant studies emphasize that the demand for ancillary land uses will be limited due to the seasonality and regionality of the theme park. A study prepared by Barton-Aschman Associates, found "that major invest-

⁹ 1970 population data compiled for all counties and independent cities (Virginia only) within a 100-mile radius of the intersection of route 29-211 and route I-66, using Current Population Reports, Series P-25, No. 461, June 28, 1971, U.S. Department of Commerce, Bureau of the Census. See appendix B for county and independent city population data compiled for Marriott's Great Theme Park market area.

¹⁰ Counties included in the Great Theme Park's market area grew 21.8 percent during the 1960-70 decade. If this rate is maintained during the 1970-80 decade and approximately 56 percent can be expected to travel to the Great Theme Park, then annual visits would increase to 895,000 per year above the 4,113,000 visits based on 1970 data.

¹¹ Data compiled using General Social and Economic Characteristics of the 1970 Census of Population, PC (1) Series, U.S. Department of Commerce, Bureau of the Census.

¹² Washington, D.C., as a non-residential tourist attraction, drew approximately 18,200,000 visitors during calendar year 1972. If the Marriott facility were to attract less than 10 percent of the Washington tourist trade (or about 1,800,000 people) on diversionary excursions into the Great America Theme Park, then roughly 6,800,000 seasonal day-visitors would travel into Prince William County during the Park's operating time period. Again, if averaged over 143 park-operating days, about 47,550 visitors per day would have to be accommodated by county public facilities. To place the day-visitor rate in perspective, one should also consider that the average daily day-visitor rate of 47,550 would be approximately 42 percent of the county's total permanent population and that within three days, more tourists would have visited the Marriott facility than permanently reside in the county. One should realistically expect that day-visitors could actually exceed the county's permanent population on holidays, three-day weekends, and during normal vacation periods.

¹³ This assumes that park attendance would be distributed evenly over all 143 park-operating days. The reader should consider, however, that park attendance could readily double or triple during holidays, weekends, and vacation periods and that the 34,965 park visitors per day estimate does not include normal transient visits for non-park visitations, spill-overs from Washington tourists, spill-overs from the Manassas National Battlefield Park, and returning tourists from Skyline Drive.

ments are made only on the basis of year-round demand and that seasonal day-visitor demand is not sufficient for most large and small scale businesses".¹⁴ As an example, the Barton-Aschman study cites the Six Flags Over Georgia Park and states that Marriott's Great America and industrial park in Prince William County is extraordinarily similar to the location of Six Flags Over Georgia on I-20 west of Atlanta.¹⁵ Reference to Figures I and II and comments in the preceding section concerning Park Location tend to disconfirm any similarities in location. The most significant difference the Six Flags Over Georgia Park, located in Mableton, is approximately 10 miles from the central city of the Atlanta Standard Metropolitan Statistical Area whereas the proposed Great America Theme Park is on the periphery of the Washington Standard Metropolitan Area—approximately 34 miles from the central city. Thus, the need for ancillary land uses in terms of service stations, quick-food outlets, complimentary amusement park service, etc., would not be important for an entertainment center within a short commuting distance to a nearby central city as in the Six Flags example. However, such complementary services are of greater importance when an entertainment center is located on the periphery of a large metropolitan area requiring two hours for a round-trip between park and central city.

It is the opinion of the authors of this report that the Prince William County Planning Commission should attempt to realistically (and independently) estimate the potential day-visitor impact, assess demands for supporting commercial services and estimate the community's commercial capacity to expand existing operations. Only then can a realistic estimate be developed for additional commercial needs to efficiently service the park's day-visitors off-site as well as for the additional county public service costs which would be associated with new and expanding commercial enterprises.

ANTICIPATED EMPLOYMENT IMPACT OF THE GREAT AMERICA THEME PARK

The authors of this report believe that the anticipated direct employment impact of the Great America Theme Park will not contribute substantially toward reducing the existing low 2.3% county unemployment rate nor lead toward substantial alterations in the county's basic employment structure which would be conducive to self-sustaining, year-round employment growth.

Table I presents data on the last occupation of the experienced male and female unemployed, sixteen-years old and over for 1970.¹⁶ Since the bulk of Marriott's proposed employment will be for unskilled sales personnel, equipment operatives, and clerical personnel *on a seasonal basis*, no long-term reduction in unemployment should be anticipated.¹⁷ Even if the Marriott Corporation were to unrealistically discriminate in favor of local hiring for all of its 250 permanent employment positions, then the unemployment rate (assuming all new employees were qualified and willing to accept an employment offer) would decrease less than 0.3%.

TABLE I.—LAST OCCUPATION OF EXPERIENCED UNEMPLOYED, 1970¹

	Male	Female	Total
Professional, technical, and managerial workers.....	14	53	67
Sales workers.....	21	41	62
Clerical and kindred workers.....	17	129	146
Craftsmen, foremen, and kindred workers.....	83	—	83
Operatives, including transport.....	35	48	83
Other blue collar workers.....	—	11	11
Laborers, except farm.....	83	—	83
Farm workers.....	—	—	—
Service workers, including private household.....	45	98	143

¹ In this context, experienced unemployed refers to that portion of the labor force which is currently unemployed but has previous job experience.

¹⁴ See *Land-Use Impact of Marriott's Great America in Prince William County, Virginia*, prepared for the Marriott Corp. by Barton-Aschman Associates, Inc., Chicago, Ill., March 1972.

¹⁵ See *Land-Use Impact Study* cited above.

¹⁶ 1970 Census of Population, General Social and Economic Characteristics, Virginia.

¹⁷ Marriott Corp. proposes to employ 1,500 seasonal part-time employees and 250 full-time employees for year-round maintenance, administration, and management.

CRITIQUE OF STAFF REPORT NO. 73-18

Undoubtedly, the most questionable aspect of Staff Report No. 73-18 is the lack of any attempt to assess public costs for providing services to the proposed Great America Theme Park and supporting commercial activities. Instead, emphasis was placed primarily on the revenue generating ability of this commercial venture without a thorough examination of anticipated public costs which could, conceivably, offset any net financial gain for Prince William County.

It is suggested that the county first attempt to realistically estimate the anticipated number of day-visitors that will accompany Great America's development before attempting a reasonable accountability of public service costs for on- and off-site park activities. Once this is accomplished, fairly straightforward estimates could be derived for the *fixed public costs* for new construction and expansion of existing county infrastructure facilities which will directly service the Great America Theme Park as well as the variable costs that will be associated with changes in the day-to-day volume of economic activity generated by the Park.¹⁸

If estimates provided in this report on the average number of day-visitors were proven to be reasonably accurate, then a volatile variable cost element would appear to be a crucial cost consideration which would warrant extensive investigation prior to approving Marriott's rezoning application.¹⁹ The possibility that "peak" park attendance would cause undue strain on county facilities was explicitly recognized by Mr. Wrye (Superintendent, Prince William Forest Park.) Mr. Kemper (District State Forest Representative), Mr. Berry (Superintendent, Manassas Battlefield Park), and Police Department representatives.

It is the opinion of the authors of this report that a more extensive analysis of fixed and variable costs for providing public services should be undertaken before approval of the Marriott rezoning application. That the variable costs should be explicitly recognized as a potentially volatile fluctuating cost variable which may substantially reduce the expected new revenue gain.

APPENDIX A.—POPULATION OF COUNTIES WITHIN 100 MILES OF MABLETON, GA.

(Source: Current Population Reports, Series P-25, No. 461, June 28, 1971, U.S. Department of Commerce, Bureau of the Census.)

Alabama

De Kalb -----	41, 981	Cleburne -----	10, 996
Etowah -----	94, 144	Clay -----	12, 636
Cherokee -----	15, 606	Randolph -----	18, 331
Calhoun -----	103, 092	Chambers -----	36, 356

Tennessee

Hamilton -----	254, 236	Polk -----	11, 669
Bradley -----	50, 686		

North Carolina

Cherokee -----	16, 330	Clay -----	5, 180
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South Carolina

Oconee -----	40, 728
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¹⁸ An example of the fixed costs, which entail new infrastructure investments, would be sewer and water system extensions; variable costs are related to changing volumes in park activity which would affect police personnel, fire and rescue services, medical facilities, etc. For an examination of public infrastructure costs, see *Urban and Rural America: Policies for Future Growth*, U.S. Advisory Commission on Intergovernmental Relations, 1968.

¹⁹ Given more time, the authors of this report believe that a realistic model to predict daily and peak park attendance could be developed and that such a model is a necessary prerequisite for determining the variable costs for services the county must provide to maintain minimum standards for health, safety, and welfare of local residents, Great America Theme Park visitors, and other transients.

Georgia

Barrow	16,859	Harris	11,520
Jackson	21,093	Talbot	6,625
Clarke	65,177	Taylor	7,865
Oconee	7,915	Peach	15,990
Elbert	17,262	Pickens	9,620
Wilkes	10,184	Gilmer	8,956
Taliaferro	2,423	Fannin	13,357
Warren	6,669	Cherokee	31,059
Hancock	9,019	Dawson	3,639
Baldwin	34,240	Forsyth	16,928
Wilkinson	9,393	Lumpkin	8,728
Banks	6,833	Paulding	17,520
Hall	59,405	Cobb	196,793
Oglethorpe	7,598	De Kalb	415,387
Greene	10,212	Gwinnett	72,349
Union	6,811	Douglas	28,659
Towns	4,565	Fulton	607,592
Rabun	8,327	Clayton	98,043
White	7,742	Coweta	32,310
Stephens	20,331	Fayette	11,364
Franklin	12,784	Spalding	39,514
Habersham	20,691	Henry	23,724
Hart	15,814	Rockdale	18,152
Madison	13,517	Newton	16,282
Morgan	9,904	Walton	23,404
Dade	9,910	Meriwether	19,461
Walker	50,691	Pike	7,316
Catoosa	28,271	Upson	23,505
Whitfield	55,108	Lamar	10,688
Chattooga	20,541	Crawford	5,748
Gordon	23,570	Monroe	10,991
Floyd	73,742	Butts	10,560
Bartow	32,663	Jasper	5,760
Polk	29,656	Jones	12,218
Haralson	15,927	Putnam	8,394
Carroll	45,404	Bibb	143,418
Heard	5,354	Twiggs	8,222
Troup	44,456		

APPENDIX B.—POPULATION OF COUNTIES AND INDEPENDENT CITIES WITHIN 100
MILES OF THE PROPOSED GREAT AMERICA THEME PARK

(Source: Current Population Reports, Series P-25, No. 461, June 18, 1971, U.S. Department of Commerce, Bureau of the Census.)

Pennsylvania

Bedford	42,353	York	272,603
Fulton	10,776	Adams	56,937
Franklin	100,833		

Maryland

Garrett	21,476	Anne Arundel	297,539
Allegany	84,044	Calvert	20,682
Washington	103,829	Charles	47,678
Frederick	84,927	St. Marys	47,388
Carroll	69,006	Dorchester	29,405
Howard	61,911	Queen Annes	18,422
Montgomery	522,809	Kent	16,146
Baltimore	621,077	Talbot	23,682
Baltimore City	905,759	Prince Georges	660,567
Harford	115,378		

District of Columbia

756,510

West Virginia

Jefferson -----	21, 280	Hardy -----	8, 855
Berkley -----	36, 356	Grant -----	8, 607
Morgan -----	8, 547	Pendleton -----	7, 031
Hampshire -----	11, 710	Mineral -----	23, 109

Virginia

Augusta -----	44, 220	Orange -----	13, 792
Rockingham -----	47, 890	Louisa -----	14, 004
Shenandoah -----	22, 852	Goochland -----	10, 069
Frederick -----	28, 893	Powhatan -----	7, 696
Clarke -----	8, 102	Henrico -----	154, 364
Loudoun -----	37, 150	Chesterfield -----	76, 855
Warren -----	15, 301	Richmond -----	5, 841
Page -----	16, 581	Hanover -----	37, 479
Albemarle -----	76, 660	Spotsylvania -----	16, 424
Greene -----	5, 248	King George -----	8, 039
Nelson -----	11, 702	Caroline -----	13, 925
Buckingham -----	10, 597	Essex -----	7, 099
Arlington -----	174, 284	King and Queen -----	5, 491
Fairfax -----	487, 763	King William -----	7, 497
Prince William -----	111, 102	New Kent -----	5, 300
Fluvanna -----	7, 621	Westmoreland -----	12, 142
Cumberland -----	6, 179	Richmond -----	5, 841
Amelia -----	7, 592	Northumberland -----	9, 239
Rappahanock -----	5, 199	Lancaster -----	9, 126
Madison -----	8, 638	Middlesex -----	6, 295
Culpeper -----	18, 218	James City -----	26, 922
Fauquier -----	26, 375	Charles City -----	6, 158
Stafford -----	24, 587		

Independent Cities

Alexandria -----	110, 938	Waynesboro -----	16, 707
Falls Church -----	⁽¹⁾	Stanton -----	24, 505
Fairfax -----	⁽¹⁾	Colonial Heights -----	15, 097
Fredericksburg -----	14, 450	Petersburg -----	36, 103
Winchester -----	14, 643	Williamsburg -----	⁽¹⁾
Harrisonburg -----	14, 605	Richmond -----	249, 621
Charlottesville -----	⁽¹⁾	Hopewell -----	23, 471

¹ Included in county.

APPENDIX C

Tony: [Sulvetta]

As I mentioned to you this morning I've read the Marriott material, and I've come to many of the same conclusions as those outlined in the Prince William County Staff Report. My comments follow as they relate specifically to each report in the order that I read them:

ECONOMIC RESEARCH ASSOCIATES REPORT

I thought that they made a very gallant effort to present a very strong economic benefit case for the project. While I was in no position to question their various figures and how they arrived at them, it appeared that they had done a professional job. However, I still have some reservations. It appears to me that they did not adequately document the strain to be put on the present road system, water and sewer systems and police, fire and other government services which will require additional county expenditures. Therefore, the final benefits

will not be as great as they make them out to be. I believe that they are rather cavalier in their claim that garish commercial development will not take place around the park. I believe that they are overly optimistic in claiming 20 acres a year increase in industrial park development and occupancy.

WHAT IS MARRIOTT'S GREAT AMERICA

This is simply a public relations piece which completely underplays demands that the park will make on the county in terms of new or expanded roads and highways, public services, traffic congestion and resulting pollution, increase in influx of undesirable individuals, development of commercial eyesores, littering surrounding historical areas. It appeared to me that they felt that by building a wall around the park that they would prevent the occurrences of all these unpleasanties and yet it seems to me that what they are saying is that by building the wall they really hope to keep these unpleasanties from encroaching on the beauty of the park. This paper, however, seems to be slavishly followed as an outline by the other two consultant papers.

LAND USE IMPACT

I found this paper full of generalized opinions and statements supported by few facts. Again the peripheral commercial eyesores (gas stations, hamburger stands etc.) are completely underplayed or entirely discounted as is the influx of the rowdy element. The paper is also very cavalier in its dismissal of the possible attraction to the site of other entertainment facilities especially sports facilities. The Redskins have already mentioned the possibility of building a stadium near Dulles. The commercialization of a historical site is completely ignored.

Overall I find the proposal very deceptive in portraying the benefits to accrue to the area with little consideration being given to added costs and added unwanted developments. Finally, I also (like you) object to commercializing a historical site.

[Notes of Michael Samordic, Assistant Director for Program Analysis, Program Analysis Division, The Economic Development Administration.]

STATEMENT OF FREDERICK SIMPICH, THE CIVIL WAR ROUND TABLES, ALEXANDRIA, VA., AND THE DISTRICT OF COLUMBIA

Mr. SIMPICH. Thank you, sir.

I intend to keep this within 5 minutes. For the benefit of the subcommittee members who were not here when I appeared before, I represent the Civil War Round Tables, Alexandria, Va., and the District of Columbia.

These are recently affiliated with other Civil War groups across the country, and they are made up of people whose primary common interest is the Civil War.

I have a couple of administrative matters, if I may, sir.

Mr. Chairman, you had asked previously for a history to be prepared, and I have actually three. One by a letter addressed to you which is part of the package you have, which is by Bruce Catton, historian. Another is by an historian who is in this room, Colonel Mitchell. And the third is by Mr. Francis Wilshin, who was for approximately 10 years the director or superintendent of the Manassas Park. And each of these is accompanied with maps; and since there is some controversy over the historical significance of this Marriott tract, I thought it would be useful to the committee.

I will submit them, but I won't comment further on them.

Mr. TAYLOR. Thank you. These will be very helpful, I'm sure. Unless there is an objection, they will be made a part of the record at the end of your presentation.

Also, I notice that one of the members of the subcommittee wanted to know the details of the Howard County decision, and I have a copy of the decision that was in order, if the committee would like to have it.

They will be turned over to counsel and questioned and filed in the record if it will be determined appropriate.

Mr. SIMPICH. Portions of this statement I think I should read, because I want to make sure that they are correct. You were gracious to hear me last time, so I will be brief.

This subcommittee may recall that one of our concerns at the last hearing was the pace at which the Marriott proposal is moving through the zoning process. Interested parties, including the Department of the Interior and this subcommittee, have not had time to make a reasonable evaluation. I think that's demonstrated by Mr. Walker's testimony.

As I say in my written statement, I have even more reason to be concerned. We have limited resources, so I decided to take one area; and this, if you will bear with me, is pertinent to what matters under your jurisdiction. I will make it pertinent.

I have selected one area of assurances that the Marriott Corp. has made, and also the only area where I was able to obtain copies of documents that they furnished. These are the Economic Research Associates studies, that were referred to as well as the Barton-Aschmann studies. And a paper which is entitled, "What is Marriott's Great America?"

I wrote a letter to independent economists and professionals in the economic field. My letter was neutral. I said simply just give me your professional judgment, and if the committee would like to have that, I will also furnish that letter.

These professionals have advised me—it's part of the package I left with the chairman—that the Marriott studies they have examined are deceptive, incomplete, and designed to emphasize benefits without exposing countervailing detriments.

I submitted these people to authorities in the program analysis division of the Economic Development Administration which as you know is part of the Department of Commerce and also the Urban Institute. I should stress that the individuals who reviewed these cities have no interest in the outcome of the controversy. They are not being paid. They worked on their time, and are by way of economic specialty, experts in the consequences of activities of this type of regional local economic development. By agreeing to the publication of their names, they're putting their professional reputations on the line.

I would simply summarize their points. Their analysis points out the following shortcomings in the Marriott studies.

The Marriott sponsored studies are addressed to benefits only, and they fail to analyze or weigh countervailing costs.

The Marriott studies grossly underestimate the number of visitors reasonably to be anticipated. I'd like to interrupt my prepared state-

ment here. They used the same methodology that the Marriott consultants purported to use, in large part.

That is to say, while the Marriott studies speak in terms of 2 to 3 million annual visitors—Mr. Brown said 2 million before this committee today—the independent analysis shows that by the most conservative estimate over 6 million annual visitors should be anticipated.

And when I say conservative, these gentlemen and one woman did not take into account the 18 million annual visitors to Washington, D.C. Those are Washington Board of Trade figures. In other words, in reaching the 6 million figure they are assuming that none of those 18 million are going to come down. They did not take into account the wide disparity between the income of the people in the radius from which the Marriott Corp. seeks to attract its clientele to the Manassas Park, and the same standard metropolitan statistical area covered by Six Flags Over Georgia which is the area which Marriott people made, in terms of numbers. The average income of the people in this area is much higher than it is in the Six Flags Over Georgia market area.

So discounting all those factors, they still arrived at roughly 6 million figure estimate. That means, Mr. Chairman, we're talking about 47,000 visitors on a single day. That's like unloading RFK Stadium.

My point is strictly credibility. This has nothing to do with the park, but the concerns I raised last week with respect to crime, pollution, traffic, campers, ancillary businesses such as pizza parlors, should, I think, be reconsidered by a factor of three.

This other point I want to bring out, the independent study also said that the demand for ancillary services is grossly understated, and these estimates are supported by misleading information. By way of example, one of these analysts is down at Six Flags today, at Six Flags Over Georgia, and called me and said that the reason that there are no ancillary supporting services at Six Flags Over Georgia is that you have the city of Atlanta on one side of the park and the Chatahoochie River on the other. Well, you'd have to put barges up to have hot dog stands there.

The employment impact discussed is totally irrelevant. The unemployment rate of Prince William County is 2.3 percent, which is well below the national average. And at best, this enterprise would reduce that figure by not more than three-tenths of 1 percent.

The analysis supporting these assertions is with the material I gave you.

What confidence can we have in the other assertions relating to the gentleman from California's questions, for instance? That's why I bring these questions up.

The other concern I have is that no one has asked the question—as I understood the testimony earlier, the Marriott Corp., would not go forward with this project if it did not get the water and sewer and other highway assurances. The papers say—this I don't know—after April 7 they will have exercised their options. If they are later sitting on 513 acres of land, which, of course, will have gone up substantially in value by virtue of the rezoning, I have no assurance that there's nothing to stop them from selling this not to light industrial park, but

any industrial park. And the workers in these parks, I don't think even if we have the light industry, are they going to eat their lunches at \$6 a crack in Marriott Park? I just cannot believe that there will not be supporting hot dog stands and the like all up and down 29-211.

I do have some suggestions. I didn't hear any from the Department of Interior, so I'd like to give my own if I may.

I believe we have demonstrated that the potential impact of this Marriott proposal brings this matter within your jurisdiction. We have several recommendations; each has a common purpose. It is a respectful suggestion that this subcommittee urge the Department of Interior to be creative in its thinking; rather than to be content to provide the subcommittee with reasons why it cannot act now to protect the park.

Mr. TAYLOR. Can you finish in about 1 more minute? We have several more witnesses to hear.

Mr. SIMPICH. Yes. My recommendations are as follows. First, they should be instructed I believe by the subcommittee to investigate all possibilities either for purchase or scenic easement or outright purchase.

Second, they should explore, pursuant to title 40 the possibilities of exchanging excess Federal property for the property of Marriott.

It is possible to have Federal impact statements performed now by requesting that of the Federal agencies involved. If the impact statement studies should be adverse, the EPA has authority to make the State of Virginia prevent the problems that we're concerned about.

Appraisal activities are now going on with a view to acquiring further land around the park. However, it's not addressed to the property in question; it's on another area. And I think it should be redirected immediately.

Finally, the EPA Director has authority under his discretion to conduct today an environmental impact survey. And if he finds the consequences would be adverse to the park, he also can force the State of Virginia to act.

Last, if this committee is satisfied that the Federal agencies have no present authority, we respectfully request the subcommittees start the legislative process to condemn this land.

Mr. TAYLOR. Thank you.

Any questions of Mr. Simpich?

Gentleman from Pennsylvania.

Mr. SAYLOR. Mr. Simpich, what is your occupation, sir?

Mr. SIMPICH. I'm a lawyer, sir.

Mr. SAYLOR. Where?

Mr. SIMPICH. In the District of Columbia.

Mr. SAYLOR. In the District of Columbia. Are you a member of the police department in Prince William County?

Mr. SIMPICH. No, sir.

Mr. SAYLOR. Are you a member of the Fire Department in Prince William County?

Mr. SIMPICH. No, sir.

Mr. SAYLOR. Are you a member of the parks and recreation department in Prince William County?

Mr. SIMPICH. I'm a member of no organization in Prince William County.

Mr. SAYLOR. Have you discussed this with Mr. Berry, the Superintendent of Manassas?

Mr. SIMPICH. Yes, sir. I have.

Mr. SAYLOR. Have you discussed it with Mr. Kempler, the district-State forest representative?

Mr. SIMPICH. No, sir. However, I have quoted all these bodies from the staff report which you have had. I read that staff report and quoted them in my earlier testimony before the subcommittee.

Mr. SAYLOR. And you've also quoted Mr. Rye, the superintendent of the Prince William Forest.

Mr. SIMPICH. Yes, sir.

Mr. SAYLOR. But you are not related in any way?

Mr. SIMPICH. I know nothing about these gentlemen.

Mr. SAYLOR. Thank you very much, Mr. Simpich.

[Additional material supplied by Mr. Simpich follows:]

NEW YORK, N.Y., March 31, 1973.

HON. ROY A. TAYLOR,
Chairman, National Parks and Recreation Subcommittee, Interior and Insular Affairs Committee, Longworth House Office Building, Washington, D.C.

DEAR MR. CHAIRMAN: I am deeply disturbed by the prospect that construction of an "amusement park" on the edge of the Manassas National Memorial Battlefield Park may do irreparable harm to one of the country's most significant historic sites. It would not only detract from the existing Battlefield Park, by compelling visitors to this quiet shrine of solemn patriotic memories to adjust themselves to the sight and sounds created by the ponderous towers, traffic jams and holiday clatter of a typical seashore-type amusement center. In addition it would make it forever impossible to complete the Battlefield Park by bringing in the land covered in the second of the two battles which the park is supposed to commemorate.

Parks like this one are of profound importance. They are not obtrusive tourist traps, clamoring for attention, baited by the arts of honky-tonk; they are just quiet bits of land preserving the memory of scenes where heroic men of north and south displayed a bravery, a devotion and a capacity for self-sacrifice that still have power to move us. By visiting these places we commune with great men from a great past; the present is better because of this and the future is more secure. These parks are among our noblest national possessions.

This Manassas Park is of especial importance. The ground looks just about as it did in the 1860's when the armies came here to fight. The visitor who tries to see the ground as the soldiers saw it does not have to re-create open country out of a jumble of factory sites or a cluttered suburb. The land here is pretty much the way it was; our communion with the past becomes easy.

The great point to remember is that there were two battles of Bull Run, or Manassas. The first one—that sad, revealing collision between two un-taught armies in the summer of 1861—awakened the nation to the realities of a war that had been begun so light-heartedly; but it was the second battle, at the end of August in 1862, that was of lasting significance. It was here that the Federal government was thwarted in its attempt to find an overland route to Richmond, and because it was so thwarted the Confederate army under Robert E. Lee moved across the river into Maryland in a campaign that ended in the prodigious battle of Antietam. Out of the Federal victory at Antietam came the Emancipation Proclamation and a lasting change in the character of the Civil War. Antietam was one of the landmarks in our history, and the story begins right here, on the field of Second Manassas.

Indeed, it really begins precisely on the acreage which, as present plans are, would be converted into an amusement park. The ground in question is the ground where General James Longstreet passed his troops on August 29, preventing the Federal General Fitz-John Porter from bringing his army corps in on the Union left. On the following day Longstreet from this position broke the Union flank and caused the rout of the Union army. The road to Antietam, the war's most sig-

nificant battle, began exactly where an amusement park threatens to cover the ground.

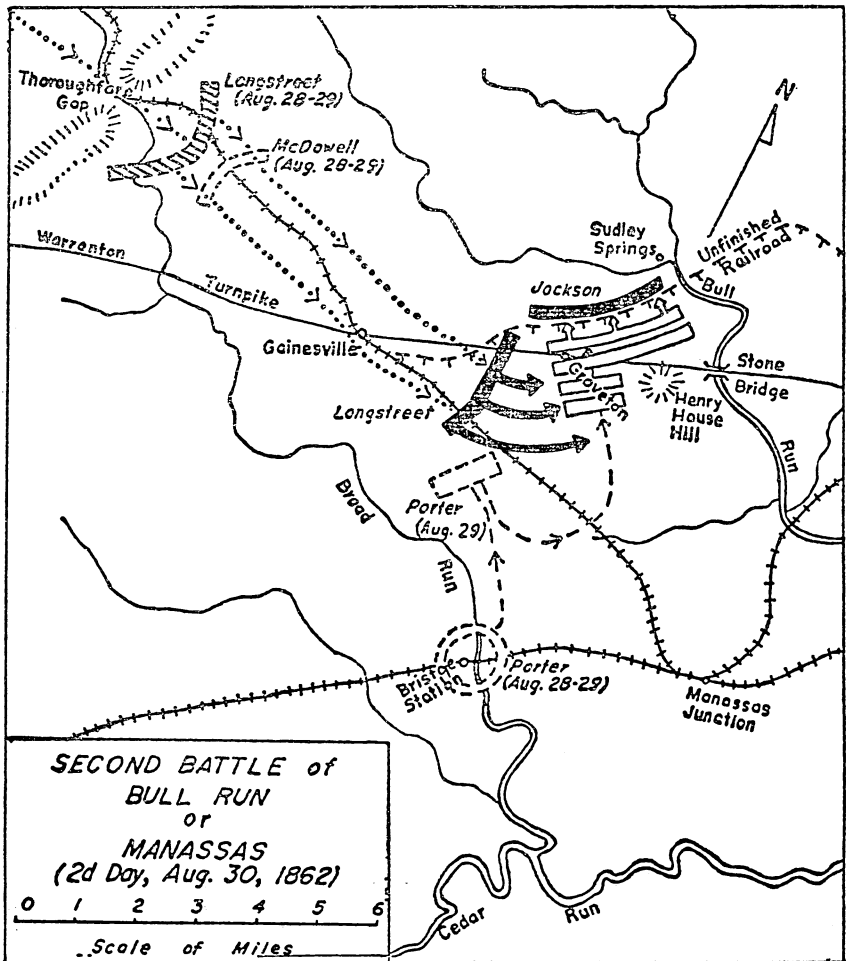
That is what is really a stake here: Eventually this ground, along with additional acreage on the north side of U.S. 29, ought to be included in the National Memorial Battlefield Park. The ground covered in the first battle of Manassas, the one fought in 1861, is pretty well enclosed within the park's boundaries now; much of the ground covered by the more important second battle, the one fought in 1862, is not. One of the most significant parts of that ground will be gone forever if this amusement park is constructed. At the very least this area ought to be protected even if it is not acquired outright.

I would like to emphasize that this is a matter of importance to the general citizen rather than to the historian. The historian can find his way around no matter what changes have taken place; the general citizen has neither the time nor the resources to do so. The memorial battlefield parks are his possessions, preserved in his interest.

I am sorry to have inflicted so long a letter on you, but it does seem to me that the issue here is of some importance.

Sincerely,

BRUCE CATTON.



WYNNE, JAFFE & TINSLEY,
ATTORNEYS AND COUNSELORS,
Washington, D.C., March 30, 1973.

Re Manassas National Memorial Battlefield Park.

Hon. ROY A. TAYLOR,
Chairman, National Parks and Recreation Subcommittee, Interior and Insular
Affairs Committee, Longworth House Office Building, Washington, D.C.

DEAR MR. CHAIRMAN: During the course of my March 23 testimony pertaining to the proposal to construct an amusement park next to the Battlefield Park, you requested that I have prepared for the Committee a brief paper describing the historic significance of the Second Battle of Manassas and the areas threatened by the amusement park.

Such a history is enclosed and I request that it be made part of the record. It was prepared by Lt. Colonel Joseph B. Mitchell, (Ret.), a graduate of the United States Military Academy and former field artilleryman. Colonel Mitchell is now Historical Consultant to the American Battle Monuments Commission and Curator of Fort Ward Museum and Park, Alexandria, Virginia. He has also served as Chief of the Historical Division of the American Battle Monuments Commission. In addition to writing numerous articles, he is the author of six histories: *Decisive Battles of the Civil War*—G. P. Putnam's Sons, New York 1955; *Decisive Battles of the American Revolution*—G. P. Putnam's Sons, New York—1962—translated into Arabic; *Twenty Decisive Battles of the World*—The Macmillan Company, New York—1964—translated into French, German and Dutch; *Discipline and Bayonets*—G. P. Putnam's Sons, New York—1967; *The Badge of Gallantry*—The Macmillan Company, New York—1968; and *Military Leaders in the Civil War*—G. P. Putnam's Sons, New York 1972.

In addition, I am enclosing a copy of the letter, requested by Chairman Haley, and referred to in my testimony, which was written by the Chairman, Board of County Commissioners, Orange County, Florida, relating to the impact of Disney World on that community.

Very truly yours,

FREDERICK SIMPICH.

ALEXANDRIA, VA., March 30, 1973.

Mr. FREDERICK SIMPICH,
Wynne, Jaffe & Tinsley,
Washington, D.C.

DEAR FRED: I have just finished the attached brief story of the Second Battle of Bull Run (Second Manassas) for the use of the Congressional Subcommittee. It is attached together with two appendices. Appendix A lists the units engaged at the Battle of Groveton (August 28). Appendix B gives the units engaged in the Second Battle of Bull Run (August 29th and 30th).

This attached short history shows that, if the Marriott Corporation takes over the land they desire for an amusement park, the following will be lost to history.

(a) The 513 acres they desire is where over 20,000 men, four of the five divisions of Longstreet's corps formed, the area over which they advanced, and from which they launched the climatic assault that decided the outcome of this famous battle. Also, as shown in the attached short history, if Longstreet's corps had not been there on August 29, the outcome of the battle could have been entirely different. (See the reference to the General Porter court-martial—page 10 attached history). The loss of this land is the principal concern not only because this is where Longstreet's men were, but also because it constitutes a menace to the present National Park.

(b) In addition the land to the north directly across Highway 29-211 from the Marriott site is seriously threatened. This land includes the following:

(1) The area of the Battle of Groveton (August 28) within 100 yards of the Marriott property.

(2) The scene of the battle fought on the evening of August 29 between King's Union division and Hood's Confederate division. This action took place on both sides of Highway 29-211 right on the proposed Marriott property and directly across the road from it.

(3) Battery Heights where the Confederate artillery was emplaced on August 30 and where Wilcox's division charged forward over the land which had been so bitterly contested for these three days.

These latter three areas are right together directly opposite the Marriott property across Highway 29-211.

Fortunately, we do not have to be concerned about the area north of the road around the Dogan House. The Park owns some of this land and the presence of the Stonewall Jackson Memorial Garden will protect this land. However, there is the small strip between the Park and the Marriott property where some Union units were caught by Longstreet's advance.

Sincerely,

JOSEPH B. MITCHELL.

THE SECOND BATTLE OF BULL RUN (SECOND MANASSAS)

Many of the battles of the Civil War have two names. Southern leaders often named a battle for the nearest town (Manassas) while Northern leaders might choose the name of a nearby stream or creek (Bull Run). Other well-known examples are Antietam, for Antietam Creek, versus Sharpsburg for the town, and Stones River which is called the Battle of Murfreesboro by the South.

SUMMARY OF EVENTS PRECEDING THE SECOND BATTLE OF MANASSAS

1861.—The war began with the bombardment of Fort Sumter, South Carolina, April 12, 1861. The first large battle occurred near Manassas, Virginia on July 21, 1861. At this First Battle of Bull Run the North was defeated. Of the 35,000 Union troops present only about 18,500 were actually engaged. They suffered about 2,900 casualties, killed, wounded, captured, and missing. The Confederates had 32,000 present; approximately 18,000 of these eventually entered the battle but the bulk of the fighting was done by only a portion of this number. The Confederates suffered about 2,000 casualties.

This first battle was fought by largely untrained, ill-prepared armies taken into battle before they were ready. Although for a while the action was hot and heavy, when the retreat began, many simply walked away. A few units retired in good order. Covered by the few regulars present, and some units which had not been engaged, the retreating Union forces were comparatively safe from pursuit. The victorious Confederates did not have enough troops available to make possible an assault on Washington. Furthermore, their soldiers, being untrained also, were nearly as exhausted by their victory as their opposite numbers whom they had defeated.

Immediately after the First Battle of Bull Run, President Lincoln called upon Major General George B. McClellan to take command of the Union armies around Washington. From then until March of the following year 1862, McClellan devoted his energies to organizing and training the masses of recruits who continually poured into Washington.

1862: Major General Ulysses S. Grant began the major campaign in the West in February by capturing Forts Henry and Donelson in northern Tennessee. In April he fought the Battle of Shiloh which ended in a Northern victory. In the same month Union military and naval forces captured New Orleans, Louisiana.

Meanwhile General McClellan had finally begun his move of the Union Army of the Potomac toward Richmond. He did not take the overland route but transferred the army by water to Fort Monroe, Virginia. From there it was to advance up the Peninsula, the neck of land between the James and the York Rivers. The campaign that followed, known as the Peninsular Campaign, ended with the Battle of the Seven Days', June 25-July 1, 1862. The Confederate Army of Northern Virginia, commanded by General Robert E. Lee, attacked McClellan's army (which had come within sight of the city of Richmond) and drove it backward, thus relieving the pressure on the Confederate capital.

THE CAMPAIGN OF SECOND MANASSAS

At this point a brief mention must also be made of the famous Shenandoah Valley Campaign waged by General Stonewall Jackson concurrently with the Peninsular Campaign. After winning his last two battles in the Shenandoah Valley, Jackson had moved to Richmond to join General Lee for the Seven Days'

Battle. None of the major units that had fought against him in the Valley were able to join McClellan in time to take part in the Seven Days'.

Instead, while that battle was being fought, a new Northern army was formed composed of the three corps that had so unsuccessfully opposed Stonewall Jackson in the Valley. This new army was given the name of the Army of Virginia. Major General John Pope was appointed to command it.

The situation at the opening of the Campaign of Second Manassas can best be described from the viewpoint of General Lee. In the vicinity of Richmond he had an army of about 70,000 effectives facing 90,000 men under McClellan and 47,000 more of Pope's new Army of Virginia concentrating in the neighborhood of Warrenton, Virginia, plus 14,000 additional troops near Fort Monroe.

Thus General Lee in Richmond was facing odds of 150,000 to 70,000. In July he sent Stonewall Jackson to confront General Pope's army. The result was the Battle of Cedar Mountain, fought six miles south of Culpeper, August 9, 1862, a Confederate victory where Jackson defeated one of Pope's three corps. But Jackson still had only 24,000 men with which to combat Pope's Army of Virginia of nearly twice his strength.

At this point General Lee turned his back on the main Union Army of the Potomac, ignoring McClellan, leaving Richmond only lightly guarded and marched away to join Jackson. When Lee was united with Jackson, their combined forces numbered 54,000 men. The odds were about five to four in favor of the Confederates. Lee's purpose was to destroy Pope's army while it was separated from McClellan's army. General Pope, however, realizing his imminent danger, escaping by retreating across the Rappahannock, placing that river between himself and his enemy. He should have continued his retreat toward Washington for McClellan's army was being evacuated from the Peninsula. Reinforcements were being rushed to Pope. Some were landing at Alexandria while others had already come ashore near Fredericksburg.

When Pope halted behind the Rappahannock General Lee felt that he had been given another opportunity but no time was to be lost. He learned how rapidly Pope was being reinforced. By now, Pope's numbers equalled Lee's. In two days Pope would have 70,000 men, and shortly thereafter over 100,000.

JACKSON'S FLANK MARCH

The opportunity of completely destroying Pope's Army of Virginia was probably gone forever, but there was still the chance of at least engaging it in battle and defeating it before it became too strong for the Confederates to attack at all. In order to attain this lesser objective General Lee did an amazing thing. He took the enormous risk of dividing his army into two parts, sending Jackson with Stuart's cavalry, almost half the army, on a long march way beyond the Union right flank, then around to strike the railroad deep in Pope's rear.

To separate his Army thus into two totally distinct parts, each completely unable to support or even communicate with the other, was a perilous violation of the art of war, for the Union army was easily strong enough to attack and destroy first Jackson and then Lee. Even if Lee were to escape, the annihilation of Jackson's men would mean the end of the Confederacy.

For the student of history, this campaign will always have a special fascination. By voluntarily dividing his army into two parts separated by fifty miles, General Lee had offered to his enemy the opportunity that was the dream of every general—to destroy his opponent separately, in detail.

Jackson started on his famous march as dawn was breaking on the morning of August 25. Lee followed on the afternoon of the next day with General James Longstreet's troops. By evening of August 26 Jackson's men were astride Pope's road and rail communications lines to Washington, and in the hours of darkness captured Manassas with its immense quantities of supplies stored for the use of the Union Army.

On August 27 General Pope began moving to intercept Jackson's command. His initial dispositions were excellent, but then he became confused. He heard that Jackson was at Manassas, so he sent troops there. Later, news was received that Jackson was at Centreville, so he started to move in that direction, while simultaneously Jackson moved to a position near Groveton, close by the old battlefield of First Bull Run. Union troops marching and countermarching grew weary as Pope hunted in vain for Jackson and his men.

THE BATTLE OF GROVETON, AUGUST 28, 1862

Finally in the early evening of August 28, Jackson revealed his position by attacking some troops passing in front of him on the present U.S. Highway 29-211. Because of the fading daylight the battle that ensued was of comparatively short duration, lasting less than two hours, but was one of the most fiercely fought struggles of the entire war. The lines of infantry were engaged at the very closest quarters.

Five brigades of Jackson's troops, veteran soldiers from Virginia, Louisiana, Georgia, Alabama, and North Carolina took part in the attack. The assault fell upon four regiments of Wisconsin and Indiana troops, later to gain fame as the "Iron Brigade". Although this brigade had not yet seen any action, they were well trained, drilled, and disciplined. Unlike the Battle of First Bull Run, the troops on both sides were armies in fact, as well as in name. Reinforced by two other regiments from the next brigade marching behind them, the Confederate assault was held in check.

Union losses were 1,100 out of 2,300 engaged, while the Confederates lost 1,200 out of a total of 4,500 eventually brought into the fight. The famed "Stonewall Brigade" was reduced to 400 muskets. Such extraordinarily high casualties in such a short time indicate clearly how furious the struggle was.

The whole action took place within 100 yards of the road, just across Highway 29-211, opposite the center of the land desired by the Marriott Corporation. A list of the units engaged is attached as Appendix A.

THE SECOND BATTLE OF BULL RUN (SECOND MANASSAS)

Although the soldiers on both sides who faced each other that evening at Groveton had fought with superb gallantry, the Northern troops had borne away the palm. Yet, strategically, Jackson had accomplished his objective. He had deliberately revealed his position, even though Lee and Longstreet had not yet arrived on the scene. That was the purpose of Lee's sending him forward—to confuse the enemy and force him to battle. General Pope would now turn upon him and attempt to destroy him before Longstreet's men could arrive. Thus Jackson had made Lee's plan work to perfection. Pope's army would halt in its retreat and become involved in a general engagement before the remainder of McClellan's troops could arrive on the field. The Second Battle of Manassas would be fought out in the next two days, August 29 and 30.

A description of the Second Battle of Bull Run similar to that given for Groveton would be extremely complex. A listing of the units of both sides down to infantry regimental level is attached as Appendix B. But, for the purposes of this narrative, only corps and a few division commanders' names will be mentioned. These are listed below; strength figures are approximate.

UNION FORCES

Army of Virginia

First Corps: Sigel, 11,000 (3 divs: Schenck, Steinwehr, Schurz).

Second Corps: Banks, 7,000 (not engaged).

Third Corps: McDowell, 18,000 (2 divs: King, Ricketts); and Reynolds' div (from Porter's Fifth Corps), 4,500.

From the Army of the Potomac

Third Corps: Heintzelman, 10,000 (2 divs: Kearny, Hooker).

Fifth Corps: Porter, 10,000 (2 divs: Morell, Sykes).

Ninth Corps: Reno, 8,000 (2 divs: Stevens, Reno).

The total strength of General Pope's Union forces present, including cavalry and artillery, was about 70,000 men. However, Banks' Second Corps was guarding the baggage trains and was not engaged. Therefore about 63,000 took part in the battle.

CONFEDERATE FORCES

First Corps: Longstreet, 28,000 (5 divs: Anderson, D. R. Jones, Wilcox, Hood, and Kemper).

Second Corps: Jackson, 23,000 (3 divs: Taliaferro, A. P. Hill, Ewell); Stuart's cavalry division, 3,000.

General Lee's army of 54,000 was fully employed in the battle.

The First Day Of The Battle (August 29).—Stonewall Jackson's position, where he stood and awaited the attack of Pope's army, stretched along behind the line of an unfinished railroad, and was very strong defensively. Along this line, close to the Dogan House at Groveton, only $\frac{3}{4}$ ths of a mile from the area chosen by the Marriott Corporation, occurred some of the most valiant fighting of the entire war—courageous assaults vigorously launched, and as bravely repulsed.

When news of the action at Groveton was brought to General Pope, he jumped to the erroneous conclusion that Jackson was in retreat. Although his units were still separated and somewhat scattered, with a view to preventing Jackson's escape, Pope ordered Sigel's First Corps and Reynolds' division, the nearest troops at hand, to attack. Heintzelman's Third Corps and Reno's Ninth Corps were also ordered to join the assault. The major units that fought in the area closest to Highway 29-211 were Sigel's First Corps and Hooker's division.

The attacks were bravely executed by the troops, but were poorly coordinated. Although the fighting lasted from early morning until nearly nightfall, and the Confederate left came perilously close to breaking, when the fighting finally subsided all of the Union assaults had been beaten back.

Meanwhile Longstreet's corps, led by Hood's division, had arrived on the field and, by noon, had extended Jackson's line southward across Highway 29-211 and had formed line of battle right across the Marriott area. General Lee established his headquarters at Stuart's Hill, also within the chosen property area.

General Pope was in ignorance of the fact that Longstreet had arrived. He had ordered his Fifth Corps from the Army of the Potomac, commanded by Major General Fitz-John Porter, who was way off on Pope's southwest flank to attack Jackson from that direction. With Longstreet's arrival this order became impossible to execute. For his failure to obey, Porter was later court-martialed and dismissed from the service. After many years he was given another hearing and acquitted. (If Longstreet had not been present on the Marriott property, the results could have been vastly different.)

Evening August 29.—In the evening Longstreet sent Hood's division forward to make a reconnaissance in force straight down Highway 29-211. Hood's troops ran squarely into a division of McDowell's corps. This was King's division (now commanded by General Hatch since King was critically ill) whose "Iron Brigade" had fought so valiantly at Groveton. Having been detached to guard artillery, the Iron Brigade did not take part in this evening engagement but the other three brigades of King's division were fully employed. A brisk and bitter fight ensued on both sides of the road until darkness closed the battle. (This of course, took place beside, and right on, the property in question.)

The Second Day (August 30.—During the night the Confederates fell back from the advanced positions they had reached in following the repulse of the enemy. This led some of the Union commanders to believe that Lee had retreated. So Pope at noon issued an order for the vigorous pursuit of the enemy, using McDowell's Third Corps, Reynolds' division, and Porter's Fifth Corps which had been brought around from his position to the southwest to join the rest of the Union army.

Porter's corps, with his fresh troops, were to lead the assault, moving forward on the highway toward Jackson's right flank. Hardly had Porter's men reached the wooded area at Groveton when they discovered their enemy was not retreating. Nevertheless they surged forward and assailed Jackson's right flank so strongly that Jackson had to call for help. It was during this struggle that some of Jackson's men ran out of ammunition and fought their assailants by hurling rocks at them.

In this crisis the Confederate artillery, posted on what is known today as Battery Heights, was loosed on Porter's corps. Surprised and taken in flank by the massed fire of these batteries, the Union attack was broken and forced back. (These artillery positions, and the area of Porter's assault, are just north of Highway 29-211. Battery Heights is only $\frac{1}{4}$ mile north of the road opposite the proposed Marriott site. Some of Porter's units advanced right across the Marriott property beside the Dogan House.)

Then came the climax of the battle. Both Lee and Longstreet saw the opportunity to strike a decisive blow. Longstreet's entire corps surged forward. One division swept across the ground just north of the road that had been so bitterly contested during these three days, while over 20,000 men of Longstreet's other four divisions charged forward, directly across the property in question. Up and over Chinn Ridge, the attack continued.

Union troops hastened from across the road to the Henry House Hill. If that position were lost, their escape route would be cut. Longstreet fought to capture it but the Northern ranks held firm. Jackson then moved forward and ended the battle by driving the remainder of the Union army from the field.

From this quick review of the battle it is clear that it was the troops of Longstreet's corps who delivered the decisive blow. The property desired by the Marriott Corporation is where Longstreet formed his line of battle. And it was across this land that his over 20,000 men moved forward to launch the decisive blow that turned the tide.

RESULTS OF THE BATTLE

The Union casualties, which included a high percentage of prisoners, totalled about 14,000. General Lee's army lost something less than 10,000 casualties, while capturing thirty guns and thousands of small arms.

The Battle of Second Manassas was far larger than the Battle of First Manassas. Over three times as many troops were engaged on the Northern side and nearly three times as many Confederates as had fought in the battle of a year before. Casualties on both sides were more than four times as great as at First Bull Run.

It would be hard to overestimate the importance of this Second Battle. It was not only one of the greatest Confederate victories of the war but it led to Lee's first invasion of the North. Gettysburg has been called "The high-water mark of the Confederacy". This is a fine, dramatic phrase but, like many poetic expressions, it is not entirely accurate.

Gettysburg was the largest battle of the war and, occurring simultaneously with the surrender at Vicksburg, it marked the turning point of the war when the North could at last see victory ahead. However, the only time during the entire war when the armies of the South were on the march in both the Eastern and the Western Theaters was in the fall of 1862 after the Second Battle of Bull Run. General Lee was advancing into Maryland, while Generals Kirby-Smith and Bragg were simultaneously advancing into Kentucky. The true high tide of the Confederacy the real high water-mark was actually the Antietam Campaign which came about as the result of the Confederate victory at Second Manassas.

APPENDIX A

UNITS ENGAGED IN THE BATTLE OF GROVETON—AUGUST 28, 1862

UNION FORCES

Third Corps, Army of Virginia

1st Div (King):

2nd Brig—56th Pennsylvania; 76th New York.

4th Brig, (Iron Brigade)—2nd, 6th, 7th Wisconsin; 19th Indiana.

CONFEDERATE FORCES

Jackson's Corps, Army of Northern Virginia

Taliaferro's Div:

1st Brig. (Stonewall Brigade)—2nd, 4th, 5th, 27th, 33rd Virginia.

3rd Brigade—47th, 48th Alabama; 10th, 23rd, 37th Virginia.

4th Brig—1st, 2nd, 9th, 10th, 15th Louisiana.

Ewell's Div:

1st Brig—13th, 26th, 31st, 38th, 60th, 61st Georgia.

2nd Brig—15th Alabama; 12th, 21st Georgia; and 21st North Carolina.

APPENDIX B

UNITS ENGAGED IN THE SECOND BATTLE OF BULL RUN—SECOND MANASSAS.

This list of units, down to infantry regimental level, was obtained from the Official Records of the War and other pertinent sources.

UNION FORCES

Groveton (August 28).—The regiments that took part in this battle, fought within 100 yards of the Marriott property, just north of Highway 29-211, are listed in Appendix A.

The First Day of the Battle (August 29).—The major units that fought closest to Groveton, within $\frac{3}{4}$ ths of a mile of the Dogan House, were Sigel's First Corps and Hooker's division of Heintzelman's Third Corps.

Evening (August 29).—It was King's division of McDowell's Third Corps (less the "Iron Brigade") that was engaged this evening right along Highway 29-211, on both sides of the road, on and adjoining the proposed Marriott property.

The Second Day (August 30).—On this day the assault of Porter's Fifth Corps was launched against Jackson's right flank. Some of Porter's units advanced right across the property, beside the Dogan House.

The brigades that were caught by the attack of Longstreet's corps and those that made the final stand on the Henry House Hill are denoted by an asterisk in the list below.

ARMY OF VIRGINIA

*First Corps (Sigel)**1st Div (Schenck) :*

1st Brig—8th, 41st, 45th New York; and 27th Pennsylvania.

2nd Brig*—25th, 55th, 73rd, 75th Ohio.

*2nd Div (Steinwehr) : 1st Brig—28th, 68th New York; and 73rd Pennsylvania.**3rd Div (Schurz) :*

1st Brig—61st Ohio; 74th Pennsylvania; and 8th West Virginia.

2nd Brig—54th, 58th New York; and 75th Pennsylvania.

Independent Brig—2nd, 3rd, 5th, West Virginia; and 82nd Ohio.

Second Corps (Banks)

This corps not engaged in the battle.

*Third Corps (McDowell)**1st Div (King) :*

1st Brig—22nd, 24th, 30th, 84th New York; and 2nd U.S. Sharpshooters.

2nd Brig—56th Pennsylvania; and 76th, 95th New York.

3rd Brig—21st, 23rd, 35th, 80th New York.

4th Brig (Iron Brigade)—2nd, 6th, 7th Wisconsin; and 19th Indiana.

2nd Div (Ricketts) :

1st Brig—97th, 104th, 105th New York; and 107th Pennsylvania.

2nd Brig*—26th, 94th New York; and 88th, 90th Pennsylvania.

3rd Brig*—12th, 13th Massachusetts; 83rd New York; and 11th Pennsylvania.

4th Brig—84th, 110th Pennsylvania; 1st West Virginia; and 7th Indiana.

Reynolds' Division (from Porter's Fifth Corps) :

1st Brig*—3rd, 4th, 7th, 8th, 13th Pennsylvania Reserves.

2nd Brig*—1st, 2nd, 5th, 6th Pennsylvania Reserves.

3rd Brig*—9th, 10th, 11th, 12th Pennsylvania Reserves.

FROM THE ARMY OF THE POTOMAC

*Third Corps (Heintzelman) :**1st Div (Kearny) :*

1st Brig—63rd, 105th Pennsylvania; and 20th Indiana.

2nd Brig—3rd, 4th Maine; 1st, 38th, 40th, 101st New York; and 57th Pennsylvania.

3rd Brig—37th New York; 99th Pennsylvania; and 2nd, 3rd, 5th Michigan.

2nd Div (Hooker) :

1st Brig—2nd New Hampshire; 1st, 11th, 16th Massachusetts; and 26th Pennsylvania.

2nd Brig—70th, 71st, 72nd, 73rd, 74th New York.

3rd Brig—2nd New York; 5th, 6th, 7th, 8th New Jersey; and 115th Pennsylvania.

*Fifth Corps (Porter)**1st Div (Morell) :*

1st Brig.—2nd Maine; 18th, 22nd Massachusetts; 13th, 25th New York; and 1st Michigan.

2nd Brig (not in action).

3rd Brig.—12th, 17th, 44th New York; 83rd Pennsylvania; 16th Michigan; and 1st U.S. Sharpshooters.

2nd Div. (Sykes) :

1st Brig.*—3rd, 4th 12th, 14th U.S. (Regulars).

2nd Brig.*—1st, 2nd, 6th, 10th, 11th, 17th U.S. (Regulars).

3rd Brig.*—5th, 10th New York.

*Ninth Corps. (Reno) :**1st Div. (Stevens) :*

1st Brig.—50th Pennsylvania; 8th Michigan.

2nd Brig.—46th New York; 100th Pennsylvania.

3rd Brig.—28th Massachusetts; 79th New York.

2nd Div. (Reno) :

1st Brig.—6th New Hampshire; 48th Pennsylvania; and 2nd Maryland.

2nd Brig.—21st Massachusetts; 51st New York; and 51st Pennsylvania.

CONFEDERATE FORCES

Groveton (August 28).—The regiments that took part in this battle, fought within 100 yards of the Marriott property, just north of Highway 29-211, are listed in Appendix A.

The First Day of the Battle (August 29).—The division that fought closest to Groveton, within $\frac{3}{4}$ ths of a mile of the Dogan House, was Taliaferro's division of Jackson's corps. The 1st, 3rd, and 4th brigades had been engaged the day before at Groveton.

Evening (August 29).—It was Hood's division of Longstreet's corps that was engaged this evening right along Highway 29-211, on both sides of the road, on and adjoining the proposed Marriott property.

The Second Day (August 30).—Again, as on the first day, it was Taliaferro's division, on the right flank of Jackson's corps, that withstood the attacks launched from the area of the Dogan House.

The climactic assault launched on the afternoon of August 30 was made by Longstreet's entire corps. Wilcox's division charged forward directly north of, and parallel to, Highway 29-211. Anderson's D. R. Jones', Hood's, and Kemper's divisions, over 20,000 swept forward across the Marriott property, up and over Chinn Ridge, not halting until they reached the Henry House Hill.

ARMY OF NORTHERN VIRGINIA

*Longstreet's Corps**Anderson's Div:*

1st Brig.—9th, 14th, 38th, 53rd, 57th Virginia.

2nd Brig.—6th, 12th, 16th, 41st, 49th Virginia.

3rd Brig.—3rd, 22nd, 44th, 48th Georgia.

D. R. Jones' Div:

1st Brig.—2nd, 15th, 17th, 20th Georgia.

2nd Brig.—50th, 51st Georgia; 15th South Carolina; and Phillips' Legion.

3rd Brig.—1st, 7th, 8th, 9th, 11th Georgia.

Wilcox's Div:

1st Brig.—8th, 9th, 10th, 11th Alabama.

2nd Brig.—14th Alabama; 5th, 8th Florida; and 3rd Virginia.

3rd Brig.—12th, 16th, 19th Mississippi.

Hood's Div:

1st Brig.—18th Georgia; Hampton (S.C.) Legion; and 1st, 4th, 5th Texas.

2nd Brig.—4th Alabama; 2nd, 11th Mississippi; and 6th North Carolina.

Kemper's Div:

- 1st Brig—1st, 7th, 11th, 17th, 24th Virginia.
- 2nd Brig—1st South Carolina Vols; 2nd South Carolina Rifles; 5th, 6th South Carolina; and Palmetto (S.C.) Sharpshooters.
- 3rd Brig—8th, 18th, 19th, 28th, 56th Virginia.
- Evans' Independent Brigade—17th, 18th, 22nd, 23rd South Carolina;
- Holcombe (S.C.) Legion.

*Jackson's Corps**Taliaferro's Div:*

- 1st Brig (Stonewall Brigade)—2nd, 4th, 5th, 27th, 33rd Virginia.
- 2nd Brig—21st, 42nd, 48th Virginia.
- 3rd Brig—47th, 48th Alabama; 10th, 23rd, 37th Virginia.
- 4th Brig—1st, 2nd, 9th, 10th, 15th Louisiana.

A. P. Hill's Div:

- 1st Brig—7th, 18th, 28th, 33rd, 37th North Carolina.
- 2nd Brig—16th, 22nd, 34th, 38th North Carolina.
- 3rd Brig—1st South Carolina; 1st South Carolina Rifles; and 12th, 13th, 14th South Carolina.
- 4th Brig—19th Georgia; 1st, 7th, 14th Tennessee.
- 5th Brig—40th, 47th, 55th Virginia.
- 6th Brig—14th, 35th, 45th, 49th Georgia.

Ewell's Div:

- 1st Brig—13th, 26th, 31st, 38th, 60th, 61st Georgia.
- 2nd Brig—15th Alabama; 12th, 21st Georgia; and 21st North Carolina.
- 3rd Brig—13th, 25th, 31st, 44th, 49th, 52nd, 58th Virginia.
- 4th Brig—5th, 6th, 7th, 8th, 14th Louisiana.

HISTORICAL EVALUATION OF THE PROPOSED MARRIOTT TRACT UPON MANASSAS NATIONAL BATTLEFIELD PARK

(By Francis F. Wilshin, Mar. 28, 1973)

This tract profoundly influenced the battle strategy of both Union and Confederate commanders at Second Manassas (Bull Run), August 28–30, 1862, as witness the following:

1. It was to the cover of these woods that King's Federal division retired to nurse their wounds following the desperate engagement with Stonewall Jackson's Confederates at the Brawner Farm (Douglas Heights) August 28.

2. Here Rickett's Federal division, retreating from their engagement with Longstreet at Thoroughfare Gap, stopped to confer with King and it was here they made the fateful decision to withdraw to Manassas and Bristow, leaving the way open to Longstreet to effect an easy junction with Jackson the next day.

3. Here by noon of August 29, Lee established the Confederate nerve center of the battle, his headquarters and a signal station.

4. Here under cover of a woodland screen, Lee concealed the major portion of Longstreet's corps of 30,000 men in the afternoon of the 29th.

5. From here Hood's Confederate division moved, in conjunction with Law on the north side of the Warrenton turnpike, to surprise and repulse Hatch's Federal division advancing along the Pike to attack what Pope falsely assumed was Jackson's center.

6. With this woodland screen still concealing Longstreet's presence, Pope, on August 30th, gravely weakened his left in an effort to crush Jackson in the bloody "Deep Cut" attack.

7. Witnessing the repulse of Porter's attack at "Deep Cut" about 4 p.m., Lee seized the initiative to launch his great counterstroke. As Jackson rolled back the confused blue masses north of the Warrenton Turnpike, Longstreet burst from his woodland screen to hurl Pope's weakened left back upon Chinn Ridge and Henry Hill. Here a gallant Union stand permitted Pope's retirement over Bull Run and finally to the defenses of Washington.

On the heels of this brilliant victory, Lee launched his first invasion of the north.

8. Further, this tract had significant post battle repercussions in that it was basically involved in the most famous court-martial of the war, the case of General Fitz-John Porter. Porter was court-martialed for his failure to carry out Pope's order to attack Jackson's right. In 1879 a board of general officers reviewed the case and held that Porter could not have attacked Jackson successfully, as ordered, because Longstreet's corps had moved up into position on the right of Jackson and opposite Porter, and that this was known to the latter. Thus, Pope's order which was written without knowledge of this development, could not be carried out.

Commenting upon the battle, Henderson, the English soldier and historian, writes:

"... If, as Molke avers, the junction of two armies on the field of battle is the highest achievement of military genius, the campaign against Pope has seldom been surpassed, and the great counterstroke at Manassas is sufficient in itself to make Lee's reputation as a tactician.

"... It was not due to the skill of Lee that Pope weakened his left at the crisis of the battle. But in the rapidity with which the opportunity was seized; in the combination of the three arms, and in the vigour of the blow, Manassas is in no way inferior to Austerlitz or Salamanca."

The casualty list will bear out the desperate character of the fighting:

	Federal	Confederate
Strength.....	173,000	55,000
Killed.....	1,747	1,553
Wounded.....	8,452	7,812
Captured or missing.....	4,263	109
Total.....	14,462	9,474

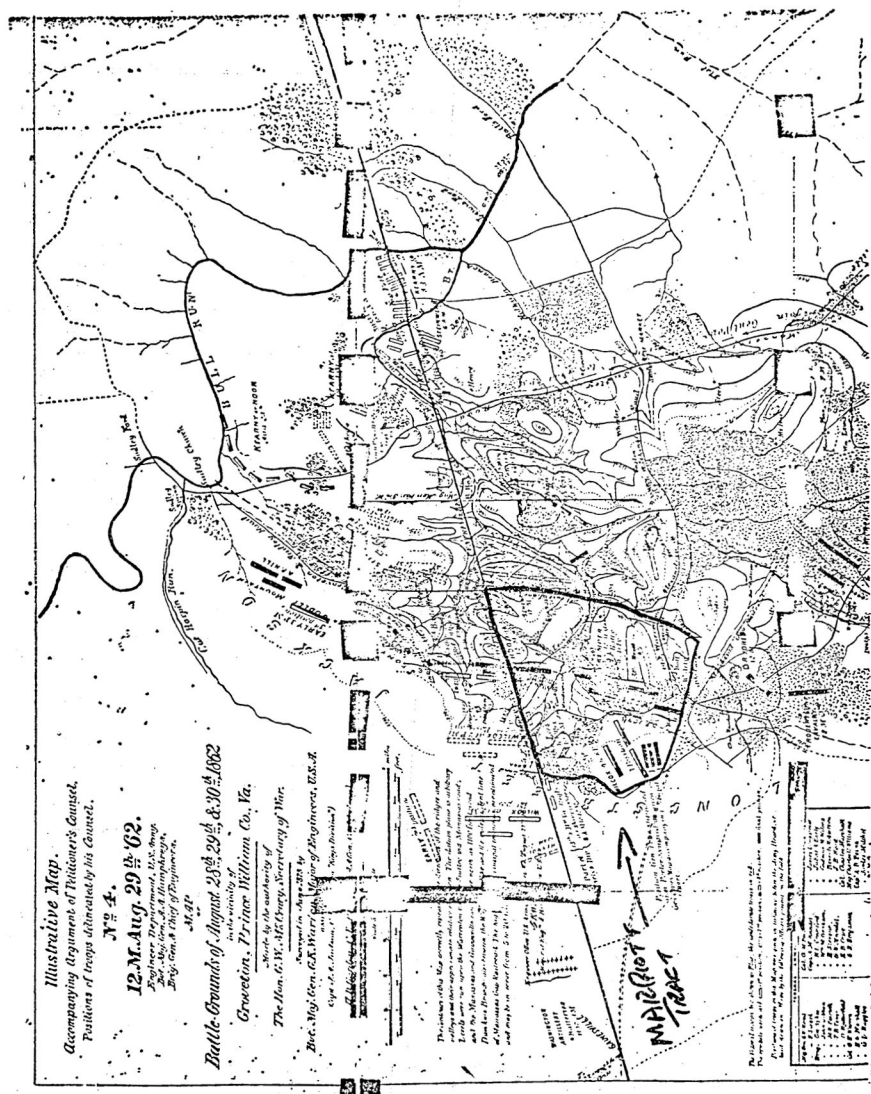
¹ Approximate.

Should the Marriott proposal be approved it would result in other seriously damaging impacts upon Manassas National Battlefield Park:

1. It would introduce such a foreign element of noise and physical change of historic terrain as to gravely damage the interpretative and environmental interests of the park.

2. The millions of visitors the Theme Park would attract would so crowd the tour roads of Manassas National Battlefield Park—U.S. 29-211 and Va. 234—as to make it hazardous and difficult for visitors to tour the area.

3. The congestion of travel would inevitably result in heavy pressure to widen both U.S. 29-211 and Va. 234. To grant this request would so mar and destroy historic battle terrain as to do irreparable damage to Manassas National Battlefield Park. It should and would be adamantly opposed.



MR. TAYLOR. Mr. Peter Borrelli, eastern representative of the Sierra Club.

STATEMENT OF PETER R. BORRELLI, EASTERN REPRESENTATIVE,
SIERRA CLUB

Mr. BORRELLI. Thank you, Mr. Chairman.

I'll be very brief and attempt to summarize my statement, which is before you.

Mr. TAYLOR. Absent objection, a copy of your statement will be placed in the record at this point.

[The prepared statement of Mr. Peter Borrelli follows:]

STATEMENT OF PETER R. BORRELLI, EASTERN REPRESENTATIVE, SIERRA CLUB

Mr. Chairman, members of the Committee, my name is Peter Borrelli. I am the Eastern Representative of the Sierra Club, on whose behalf I am here today. I thank you for this opportunity to testify before you and congratulate you for calling this hearing on such short notice.

The Sierra Club is a nationwide conservation organization with approximately 140,000 dues paying members. Our members in Virginia total about 1,000, and are affiliated with the Potomac Chapter, one of 40 regional subdivisions of the national organization. Among its many activities is the preservation, defense, use and enjoyment of this country's many fine national parks and landmarks.

For the nation, and particularly for Virginians, the preservation of some of the major battlefields of the Civil War is of great importance. It is altogether appropriate that the National Parks Service has been authorized through the years by Executive Order and Congressional action to protect many of these treasured landmarks, for it represents a unique commitment to the preservation of the land and its history.

Several years ago, when I first visited Manassas, I was amazed, as have been millions of visitors to the Park, to discover that the battlefield remains virtually intact. And from all available accounts, it appears as it did 110 years ago when thousands of Americans from the South and North clashed in tragic battle. A nation so young as ours can ill afford to erase such signs of the past. Their historic and symbolic importance is immeasurable.

The park, however, is now in grave danger. The threat comes in the form of the pending application by the Marriott Corporation to have rezoned for amusement park purposes, 513 acres of agricultural land immediately adjacent to the park. In our judgment, development of the proposed amusement park would lead to a substantial erosion of the values the Congress has previously sought to avoid through statutory protection of the battlefield park.

Other witnesses have testified to the known details of the Marriott proposal. It should be clear to this Committee by now that two to three million additional visitors to the area (estimate of annual visitors to amusement park based on market surveys) will overrun the Manassas Battlefield. The present superintendent of the Park has reportedly indicated that he has neither the staff nor the facilities to cope with the increased visitations one might expect if the adjacent Marriott project is developed. And to date, virtually no study has been made of the effect the amusement park will have on satellite development which could further degrade the national park.

While too little is now known about the actual proposal to make hard and fast predictions about actual and direct adverse impact on the national park, we believe that a massive concentration of people to the area will in itself trigger direct adverse impacts. Although these additional visitors will be coming to the area primarily to amuse themselves at the Marriott Park, many visitors will surely feel compelled to "take in" the battlefield while they are in the vicinity. I suggest that these additional visitors to the battlefield will make demands upon the administration of the park which it may not be able to meet.

Visitors to the Manassas Battlefield generally remark about the unique combination of open space, serenity and the bloody history that once occurred there. Contrast this experience with the highly commercialized experience one has at Gettysburg or Antietam. While it would be within the authority of the Parks Service to regulate the additional numbers of visitors within the Manassas Battlefield, experience at Gettysburg and Antietam suggests that the Parks Service would not actively seek to control visitation. Certainly it is not our intention to discourage visitors to Manassas, nor do we know what the actual physical carrying capacity of the park is. We do believe, however, that the present condition of the park and experience it affords visitors should be preserved.

It has been suggested that one means of guarding against any direct adverse effects to the battlefield would be to have the Department of Interior enter into some form of cooperative agreement with Marriott. This is a very real possibility but any such agreement presupposes a basic compatibility between Marriott's "Great America" and the national park. Nevertheless, assuming that protective

covenants or other arrangements were entered into, there remains the question of whether Marriott would uphold its end of the bargain.

I do not believe it is unfair to characterize Marriott's actions to date as being heavy handed and callous. Numerous witnesses are available who can testify to the manner in which the corporation sought to push an earlier plan for its Great America through Howard County, Maryland's local government. Fortunately, due process was upheld and the proposed zoning change was rejected. Due process has not been extended to the citizens of Prince William County and Marriott has ably capitalized on this omission. The general haste with which this proposal has been promoted and advanced suggests a lack of concern for sound basic planning principles and for the kinds of values embodied in the national park. I am informed, for example, that Marriott officials did not contact the Park Service until March 9 and that nothing in writing was given to the Park Service until March 15. Whatever concerns the Park Service may have about this project have clearly not been given sufficient consideration as of this date. In the meantime, Marriott is pressing ahead with its plans. The Prince William County Board of Supervisors have likewise not taken any action that would preclude the amusement park from having an adverse effect on the adjacent national park lands.

The haste and lack of concern for the national park demonstrated to date suggests that the Federal government may have to take stronger action to protect the public interest. First, it is not clear from information available to us at this time that the Park Service has exercised its full authority with respect to extending the boundaries of the park. In the Act of 1954 (Public Law 338, 82nd Congress, 2nd Session) reestablishing the boundaries of the park, the Secretary was authorized to acquire up to 250 acres of land to the north and west of lands in Federal ownership at that time. We understand that at this time acquisition has not been completed and that it may be possible to exercise those options so as to provide some buffer protection from the proposed Marriott development. The options outstanding, however, are probably not sizeable enough to discourage the Marriott development. We urge the Committee, therefore, to request of the Secretary of Interior to exercise whatever authority is available to him above and beyond that previously granted to him in 1954. This could include an exercising of his general police powers and involve condemnation of some of the lands adjacent to the battlefield or the acquisition of scenic easements or development easements to some or all of that land. Action of this nature would be clearly in the public interest as it was expressed in both the Executive Order of 1940 that created the park and in the 1954 Act of Congress that adjusted its boundaries. It was the intent of these actions "to preserve . . . the most important historic properties relating to the battles of Manassas."

Civil War historians tell us that much of the Second Battle of Manassas took place on the property sought by Marriott. We are also told that early feasibility studies for the Park included all of the land the Marriott Corporation now seeks for its amusement park. It is not unreasonable, given the present threat to this property, for the Secretary to consider condemning this land and placing it in its proper place within the park boundary as a part of the park proper or even as an extension of a national cemetery as has been suggested by some members of Congress.

We urge this Committee to consider this matter fully and to take affirmative action as soon as possible. The threat to the Manassas battlefield is actual and imminent. The Congress and the Secretary of Interior have a unique and challenging opportunity to stand firm and to protect the public interest with the full exercise of law.

Once again I thank you for this opportunity to appear before you.

Mr. BORRELLI. My name is Peter Borrelli. I'm here representing the National Sierra Club. Today, the Sierra Club, as you know, is a nationwide conservation organization with approximately 140,000 dues-paying members. Our members in Virginia total about 1,000 who are affiliated with the Potomac chapter, one of the 40 regional subdivisions of our organization.

Mr. Chairman, I was a bit dismayed by some of the earlier testimony here today. I had thought that when I came before this committee I

would be pleading a cause, which I see the committee is sympathetic to; pleading a cause which I thought the Park Service would be highly responsive to.

With all due respect to the present Director of the Park Service, if I were the Director of the Park Service—there are many members of this committee who would be glad that that not be the case—but if I were the Director of the Park Service, regardless of what the actual or direct impact of the Marriott proposal may be—and that, perhaps, requires further analysis—I would be actively and quite visibly disturbed by the very prospect of such a development adjacent to one of the finest landmarks that this Nation has—one of the finest historical landmarks that this country can point to.

I think one of the unique things that we have at Manassas, and one that I was first struck by when I first visited the area, is that unlike many of our Civil War battlefields, it is not a cemetery in much the way that Gettysburg is. It is not strewn with markers of the dead and monuments to the living, but rather, is a unique combination of open space, serenity, and the history that once occurred there.

There is no question in our minds that a development such as Marriott is proposing, if the figures that have been testified before this committee are anywhere near accurate, we have every reason to believe that there would be an ancillary impact on the adjacent national park properties, which raises the further concern in our minds as to whether the Park Service would, indeed, be able to control that increased activity within the battlefield.

We only have to look to Gettysburg and Antietam to see the inability in the past of the Park Service to control satellite commercial development.

It's been suggested in previous testimony and witnesses that will follow that there is a number of things that this committee and the Park Service could do together. It's unfortunate that none of these things were alluded to in the Park Service's testimony, but I'll suggest a few of them at this point.

There has been a suggestion that there be some sort of cooperative agreement between the Park Service and Marriott. I would hope that if such a cooperative agreement is entered into, that this agreement would be binding and legal.

One such possibility, for example, would be a binding agreement between the Park Service and the Marriott Corp. But if the Route 66 interchange is not built, that the Marriott proposal will not go ahead, this is something we can count on. It is not a false promise.

With respect to such binding agreements, I would like to note before the committee that there is the question, of course, if the agreements were not legally binding whether Marriott would indeed uphold its end of the bargain. As a casual observer and an unpaid consultant to the Howard County Concerned Citizens when this proposal was before the Howard County Board of Supervisors, I could not help but observe the heavy-handed and generally callous way in which the Marriott Corp. tried promoting this plan in that county. The very same thing seems to be happening in Prince William County with an undue amount of haste, and general haste which this proposal has been put forward. We have been told to consider the credibility of the Marriott Corp. with relation to specific aspects of their plan. I ask

that we also consider their credibility with respect to their concern for the national park.

Though they have known about this site for some time even prior to their attempted zoning change in Howard County, they have never, and since early March of this year and I believe around March 15, have never been in contact with the Park Service. I contend that this suggests a gross disregard to the quality of that park with relation to their park.

In light of this haste and general lack of concern we recommend to this committee, we urge this committee to request of the Secretary of the Interior to take whatever action that is within his authority at this time, whatever action is available to him through the 1954 act, which adjusts the boundaries to the park, even to the extent of condemning the land for potential and possible expansion of the park, either as park proper or as a national cemetery as has been suggested by some Members of Congress in the past.

Finally, Mr. Chairman, I would like to introduce for the file or the record a letter that was transmitted to the Howard County Concerned Citizens at the time of the action in Howard County. The letter is from a Paul Pickett, chairman of the board of county commissioners from Orange County, Fla., the location of the famed Walt Disney World.

In this letter, I think you will find, upon inspection, very strong statements, again from the chairman of the board of county commissioners, to the effect that many of the side effects of amusement park development have indeed been realized in that county. I am referring not only to the cost of services to the county, but additional costs of fire protection, police protection, even increases in the crime rate within that area.

If you would please accept these, that will conclude my testimony.

Mr. TAYLOR. These statements will be turned over to counsel and placed in the record.

[The material referred to follows:]

ORLANDO, FLA., June 6, 1972.

Mr. DONALD R. LAMPE,
Vice President, Howard County Citizens Association,
Post Office Box 8, Ellicott City, Md.

DEAR SIR: Detailed information such as you request is available but cannot be put into detailed written form prior to your deadline of June 13th. I must, therefore, simply comment in general upon the questions that have been asked with the statement that substantiating figures are available and can be submitted.

The complexion of Orange County, Florida, has been changed considerably by the construction and operation of Walt Disney World. There have been many major benefits derived from the introduction of Walt Disney World into Central Florida, especially financial benefits to local large businesses. Businesses and professions that deal directly with the public such as newspapers, radio stations, television stations, insurance agencies, real estate agencies, etc. who naturally prosper in direct proportion to the increase of population have reaped the greatest financial benefits. I might add that as an individual my own property holdings have increased in value by approximately \$100,000.00 during the past 4 years and, therefore, I, too, have benefited.

I must, however, respond to your questions as a representative of the average home owner in Orange County. The benefits to the average home owner have been minimal since most residents of this, or any other community, own their own homes but do not own speculative or undeveloped property. The value of the homes have increased considerably during the past 4 years but it is of very little benefit to the home owner since a sale of their home would of necessity

put the home owner in the position of buying a new home at an equally inflated price.

Your questions, therefore, could be answered as follows :

1. Taxes paid by the average local home owner are approximately 50% above the 1967 level. Although the millage has not increased greatly, the assessed valuation of the property by the Tax Assessor has increased enormously.

2. The traffic situation has become critical during the past 2 years even though we have constructed more roads during this 2-year period than in any previous 5 years.

3. Orange County and the State of Florida has spent approximately \$8,000,000.00 all of which came from local property owners to prepare for the opening of Disney World. Approximately 5½ million dollars were spent for roads and 2½ million dollars for other expenses. Included in the Other Expenses category was an increase of \$300,000.00 in the local Welfare budget and an increase of \$250,000.00 in the Juvenile Court and Parental Home budget, construction of 3 new courtrooms and about \$1,000,000.00 for additional law enforcement prosecution personnel, etc. There were, of course, other miscellaneous increases. An attraction such as Disney World brings into the area on a daily basis dozens of floaters, runaway children, prostitutes and penniless job applicants simply because the publicity indicates that "This is where the action is." Under Federal Court interpretation and Federal guidelines which have eliminated residency requirements, it becomes the obligation of the local government to take care of the poor, the sick, the destitute, and maintain law and order regardless of how long these people have lived in the area. In one 7-day period the Welfare Department and other agencies servicing the destitute handled 902 applicants. The runaway children are cared for, the criminals are prosecuted, the poor are fed and clothed and the traffic accidents are adjudicated, all at the expense of the local property owners since these costs are almost always paid from the General Revenue Fund.

4. Some capital improvements were necessary even though Disney World installed, at its expense, proper water, sewage and solid waste facilities. The costs of the local property owners are not those incurred because of improvements within the attraction property, however, but are caused by the great numbers of people on the perimeter of the property. The new schools which are now necessary, the additional courtrooms which have been built, the hospital which was constructed at Disney World and all of the additional Courthouse office space was paid for, with the exception of the hospital, by local property owners. The cost of the branch hospital probably will be amortized by increased hospital rates throughout the County. One of the largest costs of local government is expanded physical facilities in contrast to the annual per capita costs for operating existing facilities. Since the need for new physical facilities in a rapidly expanding area always occurs at least one year ahead of additional tax revenue, it falls on the local taxpayer to fund these improvements.

In summary, I would say that whether or not Disney World has been beneficial to Orange County depends entirely upon the financial position of the person making the determination. Certain business and professional leaders believe it to be the greatest thing that has happened to Central Florida. The great majority of local property owners, however, have realized practically no benefits unless you can put into the benefit category more traffic congestion, higher taxes and visits from Yankee relatives unheard of in years.

Speaking for those taxpayers, and I estimate my views are shared by at least 80% of the local people, a major tourist attraction of the kind you mention would be of great benefit to your County provided it could be located at least 75 miles away.

Budgets and figures are available to substantiate these statements and would have been presented to the delegation from your area which recently visited in Orange County except for one rather important reason . . . neither I as Chairman of the Board of County Commissioners nor any other County Commissioner who is responsible for all taxes in Orange County was invited to any of the meetings that were held. The meetings were sponsored by the Orlando Area Chamber of Commerce and especially a small group within that organization who own considerable property or fit into one of the categories mentioned above.

I trust this information will be of some benefit.

Sincerely,

PAUL PICKETT,

Chairman, Board of County Commissioners.

Mr. TAYLOR. Any questions?

Mr. Saylor? I yield to the gentleman from Pennsylvania.

Mr. SAYLOR. Mr. Borrelli, I appreciate your statement. I just want to say that I have been a Member of Congress for now 24 years, and have been a visitor to the national parks for over 50 years, and never in that period of time have I heard a poorer presentation on behalf of the National Park Service than I heard this afternoon. That's all.

Mr. TAYLOR. No other questions?

Well, thank you, Mr. Borrelli.

Mr. Mason Gardner.

Mr. GARDNER. Mr. Chairman, members of the committee, I am C. Mason Gardner; I have lived at Gainesville, Va., for 27 years, I live within about 5 miles of the battlefield park and about 2 miles from the proposed Marriott Park.

I have submitted a statement which I think outlines my position. I would like to say something in addition to that, if I may, sir.

Mr. TAYLOR. Absent objection, a copy of your entire statement will be placed in the record at this point, and you can comment on it briefly.

Mr. GARDNER. Thank you.

[The prepared statement of Mr. C. Mason Gardner follows:]

STATEMENT OF C. MASON GARDNER, GAINESVILLE, VA.

The allegation has been made that the proposed Marriott Great American Theme Park would in some way damage or be a nuisance to the Bull Run Battlefield Park. I consider this to be a fallacious statement.

There is no way in which the Marriott Park would damage the Battlefield Park. Almost all of the traffic, east and west, would be carried by Route 66. Route 29, which parallels 66, is not as good a road, but does go through the Battlefield Park, would carry little traffic. Personally, I would hope that the Marriott Park would attract more visitors to the Battlefield. After all, that's what it's there for.

Bull Run is one of the finest Battlefield Parks in the nation. No one loves it more than I. But, we in Prince William are fighting the battle of increasing property taxes. We need help. We need an expanded tax base. Marriott would do just that, without requiring the extensive services that keep our taxes high.

The Marriott park would also:

Increase sales taxes received by the county;

Help local business;

Employ local people, especially young people during the summer;

Bring other needed improvements to the county.

The Marriott Park would in no way be detrimental to the Battlefield Park.

Prince William County needs this Park, the taxpayers need and want the park; please do nothing that would jeopardize or stop this wonderful asset from coming into our county.

STATEMENT OF C. MASON GARDNER, GAINESVILLE, VA.

Mr. GARDNER. On behalf of the 30 members of the Marriott ad-hoc committee, I would like to submit that we do not feel that the Marriott Park will in any way injure the battlefield park with the Route 66 corridor and the interchange, if they get it, it will amply take care of the traffic from the park. That is our position on the traffic.

In addition, I would like to say that the two-lane road going to the battlefield park seems to me inadequate to handle the visitors that they have now and it should be widened to four lanes anyway.

I would like to comment on the campgrounds. Our family operates a campground at Gainesville. There are five campgrounds surrounding the park, now. There are approximately, as I recollect, 400 campsites at the regional park, which is just a few miles away; with the other four campgrounds, there are approximately 1,000 campsites in the immediate vicinity. I think that will be adequate for the immediate needs if there are any at all generated from this park, and according to the Marriott prognosis there will not be, and frankly, I was very disappointed about that.

I would finally like to say that it seems to me that the way our county is growing, the battlefield is going to be surrounded by residential developments anyway. It would be highly desirable to have a buffer around the battlefield to keep away unsupervised play on the battlefield park. It is not a playground.

I suggest the committee not do anything that would prevent the Marriott Park from coming into the county—it is highly desirable from our point of view—and take into consideration the fact that it is going to be a buffer for the battlefield.

Thank you, sir.

Mr. TAYLOR. Thank you, Mr. Gardner.

Any questions? Thank you, sir.

Mr. Gardner, the gentleman from Pennsylvania has a question.

Mr. SAYLOR. Mr. Gardner, do you know Mr. James Hollway?

Mr. GARDNER. I do not believe so.

Mr. SAYLOR. Do you know Mr. Edward L. Copper?

Mr. GARDNER. I do not believe so.

Mr. SAYLOR. Do you know William S. Hanna?

Mr. GARDNER. No, sir.

Mr. SAYLOR. Do you know William James?

Mr. GARDNER. No, sir.

Mr. SAYLOR. These members live in Howard County, they are members of the Howard County Zoning Board and when they came down there from Howard and asked Howard County to build this kind of a park, the same kind of arguments were made that you made right now, and this board was the zoning board of Howard County denied the same organization. They said that the arguments you have given are fine for a short term view but they are not harmonious with the comprehensive general plan of the development of the area.

Now if that is true in Howard County, Md., I would like to have your opinion as to why it is not true across the river.

Mr. GARDNER. Because Prince William County is growing at a very rapid rate, much more than Howard County. Because the area around Gainesville right now, when they came in with zoning in 1958, was zoned industrial. There are four rock quarries around this park right now: There is one at Gainesville; there is one on this side of the battlefield. There's one east and one west.

Mr. SAYLOR. How far this side of the battlefield?

Mr. GARDNER. It is about 5.6 miles.

Mr. SAYLOR. Five or 6 miles away is not going to affect the battlefield. This is going to be right next door to it; this is going to be across the highway.

Mr. GARDNER. That is quite true, and with the traffic on Route 66 I don't see anyway it can affect the battlefield.

Mr. SAYLOR. You were in the room, I notice, and heard the superintendent, the Director of the Park Service, say he was not going to allow 29-211 to become a four-lane highway. According to you, that is the only way that you can solve this problem.

Mr. GARDNER. Well, no, that is not the only way to solve the problem.

I am saying whether this Marriott park goes in or not, 29-211 should be four-laned anyway.

Mr. SAYLOR. You heard Director of the Park Service say he is not going to.

Mr. GARDNER. Well, I suppose he has got more power to control it than I do. If I had any way to recommend it, I certainly would. That road is the same, delapidated road that I went to high school on, in 1950 and 1952. It flooded in the battlefield park itself back in those days and the school bus could not even get through it. That road, except for a little, dinky bridge they built right there at Stonehouse has not been improved at all.

Mr. SAYLOR. That is all.

Mr. TAYLOR. Thank you.

Mr. Raymond V. Humphreys—

Just a minute, Mr. Gardner, there is another question here.

Mr. SKUBITZ. Mr. Gardner, how far is Gainesville from the proposed park?

Mr. GARDNER. Two miles.

Mr. SKUBITZ. Is any of the land that is proposed here to be taken by the Marriott Corp. in the Gainesville area or not?

Mr. GARDNER. Well, it's 2 miles down the road. It's not in the immediate Gainesville area.

Mr. SKUBITZ. Do you have any land in this proposed area?

Mr. GARDNER. No, sir.

Mr. SKUBITZ. Thank you.

Mr. TAYLOR. Thank you, sir.

Next we have Raymond V. Humphreys. Before he begins, I want to say that I hope the witnesses, as much as they can from here on out, will summarize their presentations and, if they present facts, present facts that have not already been presented.

Absent objection, a copy of your entire statement will be placed in this record.

[The prepared statement of Mr. Raymond V. Humphreys follows:]

STATEMENT OF RAYMOND V. HUMPHREYS, MANASSAS, VA.

Living as I have within the perimeter of the Manassas National Battlefield Park, I can speak as one who has for seven years observed the solemnity and sacred dignity which attaches to the grounds and their preservation. The stately cedars and the rolling plains are there to be seen by present Americans and by untold millions of citizens yet unborn who may come and silently ponder the significance of this soil.

Here the greatest and most meaningful struggle of mankind underwent two of its most agonizing hours. At Henry Hill . . . Chinn Ridge . . . Battery Heights, the paths and entrenchments of Manassas were literally bathed in the blood of young Americans who had been called into mortal conflict not only by their brethren less personally involved, but by the burning of a freedom yet unrecognized by but a few and even then only vaguely understood.

It was here that the chains of slavery were stricken from the arms of men and human dignity became a reality.

A prerequisite to appreciating the vastness of this scene surely must be silence and reverence. The planners, developers, and managers of the Manassas National Battlefield Park in its present state all have caught the gleam of the light of freedom, ever so frail as it may have been, which burned upon this spot on those fateful days of battle.

To desecrate this hallowed ground by the infringement of crass commercial enterprise, no matter how much the project may be justified within itself, is to trample the most sacred of all American institutions beneath our feet.

The debate which has raged between those who would affix a modern amusement park adjoining the Manassas National Battlefield and those who oppose such a move has never remotely come to the heart of the subject. They talk about such things as zoning, adequacy of sewage capacity, requirements for fresh water, protection of the air and water, and from pollution of the natural sounds and sights of God which now dominate and beautify the land.

The land within this Battlefield would be holy if but one person had laid down his life in defense of the rights of his fellow man. But Bull Run and Manassas were not so commonplace. Not one, not one hundred, but thousands of Americans poured out their blood for what today millions of souls enjoy and demonstrate to an eager world to be the joys of freedom and dignity.

Let there be wholesome places of amusement for the diversion and delight of our people. But let them be located in a place free of the problems which have been so eloquently pointed out for this currently discussed enterprise. Let them be placed in an area better able to suffer the wear and tear which would come from millions of footsteps.

The federal government has already gone to great expense and care to guarantee the sanctity of the Manassas National Battlefield. It now becomes the obligation of those responsible for defending every American's constitutional rights, to step in if need be to clarify the posture of the park and to preserve its heritage and natural beauty for every American.

To say that Manassas Battlefield Park and an amusement business are compatible neighbors is to close our eyes to reality. It is as ridiculous as erecting a popcorn stand in the midst of Arlington Cemetery.

STATEMENT OF RAYMOND V. HUMPHREYS

Mr. HUMPHREYS. I would like to observe that perhaps the most eloquent thing that has come out in this testimony today is the thing that has concerned a good many people who live near and respect the park.

I happen to be the closest neighbor in all of the community to the park, live within the confines of the park, as I understand, and I therefore see a good deal of the activities, the comings and goings of the people who are there.

I think that someone owes the Congress an apology, and certainly you patient members who have come here today, to listen as attentively as you have to the various viewpoints in regard to this project.

This is a problem that should have been solved in Prince William County, by public officials who have proper concern for the assets within the county. Unfortunately it was not. I learned a long time ago that you can't take issue with the Post Office Department, nor with the Internal Revenue Service, and you can't take issue with multi-billion-dollar corporations, and with public officials, who refuse to listen to the pleas of the people whom they are supposed to serve.

All I can say is, thank God that there are Members of Congress concerned about the interests of the country, who are willing to listen to the pleas, and to take action when the time becomes necessary.

I have watched the flow of people who come and go at the park. As I say, I am its closest neighbor. I have walked down to that monument many times when I would see a small group of people congregated there, to visit with them, to shake hands with them, to get acquainted with them.

They are from Iowa, Illinois, California, Kentucky, all over this great Nation, and they will come there with a little scrap of paper, a memento, a document, or maybe a family Bible, and they will look at the names that are inscribed there, and they will talk about a relative who died there.

The heritage that that park represents to all of us, there isn't a single American living within the confines of this Nation today but who have a stake in the solemn purpose of that battlefield.

I have no quarrel with an amusement park. I have been in them. I have a four-year-old that I take to the amusement park. But just because an amusement park is a good project to provide entertainment for a child is not reason enough to desecrate a land that is hallowed by the blood of men who gave their lives there.

I think this Congress is very wisely looking into this thing, not only because of the dollars and cents that this Nation has invested in this park, but because of what every single American has invested in that park in today, and in tomorrow, and in forever.

That's my concern. Let them put the park somewhere that it is not going to destroy that which is there which can never be replaced, which can never be changed. Man died to make it what it is.

Let's don't dare desecrate it.

MR. TAYLOR. Thank you very much, Mr. Humphreys. I read your written statement. It is very interesting, and eloquent just as your oral statement was. Any questions.

MR. SKUBITZ. Mr. Humphreys, you heard the testimony by Mr. Brown, stating that there was a—an industrial area right across the road.

Do you have any fear that that is going to be developed eventually?

MR. HUMPHREY. Of course; and the whole thing is, Congressman, almost every piece of information that has come out of this has had to be pried out with a crowbar of some kind, and it might surprise you, gentlemen, to know that 90 percent of all of those of us that are here today to learn about this project has been learned in this witness room today.

Now, if every bit of business in this country were conducted as clandestinely as that, as secretly as that, then I don't know what we would do. I don't know what kind of a country we would have.

This is the reason that many of us are here, because we are concerned.

MR. SKUBITZ. What are you going to do to stop the development across the road?

MR. HUMPHREYS. Well, the only thing I know to do is to find some way to persuade the people who have moved in this direction to see that it is a mistake, to place an incompatible neighbor—and I don't mean that with any disrespect. It is just incompatible, a wild, haranguing commercialism which it has to have to make a thing like that succeed, is incompatible with what is there and what has been established and protected by the government and by the Park Service.

Mr. TAYLOR. Thank you, Mr. Humphreys.
Robert Eisenbud?

Absent objection, a copy of your entire statement will be placed in the record at this point.

[The statement follows:]

STATEMENT OF ROBERT EISENBUD, ASSISTANT COUNSEL, NATIONAL PARKS AND CONSERVATION ASSOCIATION

I am Robert Eisenbud, Assistant Counsel with the National Parks and Conservation Association which is located at 1701 18th St., N.W., Washington, D.C. I am pleased to take this opportunity to take advantage of the standing invitation to testify before this Subcommittee on behalf of the Association which has a membership of more than 50,000 persons and is dedicated to the preservation of the integrity of the National Park System and the overall natural environment.

We are delighted to see the interest and concern of this Subcommittee to anticipate and hopefully prevent adverse impacts upon the Manassas National Battlefield Park which may result from the proposed development of a "Great America" theme park and industrial park totalling 513 acres by the Marriott Corporation.

As you know, the Marriott proposal is highly controversial. The governing body in Howard County rejected the proposal in response to vigorous and articulate opposition from local citizens who saw the project as a threat to their social and natural environments. Marriott's proposal to locate "Great America" in Prince William County, Virginia is currently the subject of intense controversy relating to irregular and probably illegal procedures by the Board of Supervisors and Planning Commission to expedite a decision on Marriott's proposal and probable adverse impacts upon the social and natural environment of that area.

We joined with local groups and individuals in the hearing before the Prince William Board of County Supervisors and Planning Commission to oppose Marriott's proposal. We argued that a decision on the proposal would be premature and ill-considered at that time because neither the public nor the professional staff of the County had been presented with adequate information or time to assess the merits of the proposal. Nothing has transpired in the two weeks since that date to change our judgment. The generalized analyses which have been submitted by Marriott to support its conclusions that the project is economically, socially and environmentally desirable are based upon abstract conceptualizations of the project rather than upon careful detailed specific plans. Marriott precludes an objective evaluation of their conclusions by asserting throughout its analyses that it will locate, build or otherwise conduct its project in such a way as not to cause damage. The summary conclusions of the planning staff of Prince William County reflect the only possible response to such assertions. The staff report dated March 16, 1973 stated that "based upon the information provided by the applicant and the analysis performed thus far by the County staff, it is impossible for the Planning Office to make a firm recommendation to the Planning Commission for approval or disapproval of the applicant's request for rezoning."

Despite the highly speculative nature of Marriott's proposals and assessment concerning such crucial factors as the availability of highway access to the project and adequate sewage treatment plant capacity, and clearly contrary pronouncements by the State Department of Highways and the State Water Control Board, the Prince William County Planning Commission recommended approval of the Marriott proposal. The Board of Supervisors has scheduled a public hearing later this week and a decision is expected in the near future.

Our objections to the inadequate information and analysis of fundamental considerations relating to the impact of the Marriott proposal upon Prince William County and the greater metropolitan Washington area are equally applicable to our concern for the Manassas National Battlefield Park. Manassas Battlefield is a very special place. The park is, in a very real sense, a living shrine at the site of the two historic battles of Manassas which has been preserved in a remarkably effective manner so as to afford all Americans an opportunity to sense and relive an important part of our history. The proposed Marriott "Great America" theme park and industrial park threaten, by immediate and secondary impacts, to encroach upon the integrity of the park and the history which it preserves in the

form of at least four classes of threats: roads and traffic; water quality; atmosphere; and increased visitation.

The arrival of two million visitors to the theme park by automobile during 143 days in 1975 and three million visitors by 1984 will result in significantly increased traffic and congestion on the roads surrounding the battlefield. Although Marriott concludes that the construction of an I-66 interchange will prevent adverse traffic increase locally, the funding for such an interchange is in substantial jeopardy. The failure to secure such funding would result in unacceptably increased traffic and congestion with their associated noise and air pollution on state route 622 and 29-211 bordering and transecting the battlefield. These roads could not be expanded through the taking of park lands, even if funds were available, without the requisite compliance with the National Environmental Policy Act, the National Historic Preservation Act and section 4(f) of the Department of Transportation Act requiring the Secretary of Transportation to find that no feasible and prudent alternative exists. It is therefore possible to conceive of a situation in which funds for the I-66 interchange are not available and two-three million visitors during a 143 day period jam the roads through and adjacent to the battlefield. Such a situation should not be allowed to develop.

Young's Branch runs through the Marriott site into the battlefield and then joins Bull Run to flow into the Occoquan Reservoir. Marriott recites in the environmental impact analysis that the water of Young's Branch is of exceptionally high quality and describes abstract techniques to "treat" surface water runoff before it enters Young's Branch. It would appear, however, that the treatment proposed by Marriott encompasses no more than permitting solids and suspended materials to settle out of the runoff in holding ponds prior to discharging the water. Such treatment cannot serve to maintain the high water quality of Young's Branch against the degrading input of contaminants resulting from periodic maintenance. Siltation may be prevented, but contamination by gasoline and its components, detergents, lubricating oils, pesticides and herbicides and fertilizers will be unaffected by such techniques. Such contamination will result from periodic wash downs and cleaning of pavements and buildings as well as from the intensive landscaping activities which Marriott proposes. Such contamination of Young's Branch would adversely affect the water quality of the stream as it flows through the battlefield, contributing to algal blooms and the destruction of indigenous life-forms. It would also pose a hazard to the water quality of Occoquan Reservoir, thereby jeopardizing the health of people in Fairfax and Prince William Counties as well as those in the city of Alexandria who depend upon the reservoir for drinking water.

Objectionable noise from the Marriott project will shatter the tranquility of the battlefield, destroying the atmosphere of the park. Marriott's analysis of noise sources and control are simply not usable for purposes of assessing the impact of the project upon the park. They have provided no information relating to the intensity or location of proposed noise sources and it is therefore impossible to determine what effect the 200-foot strip of trees and other control techniques will have in reducing noise in the park. Another inadequacy of the Marriott noise analysis results from their use of the decibel scale at L_{90} levels which give a reading of noise levels that are exceeded 10% of the time. The intensity of sound exceeding that level during 10% of the time could be entirely unacceptable and Marriott gives no reason to believe otherwise. Indeed, their list of typical community noise sources starts with a reading for jet transport take-off at close range, followed by a military jet take-off and then by machine gun fire at close range. These are hardly "typical" community noise sources to which it is useful to compare levels of noise originating in the Marriott project. It is also instructive to note the theme park noise design criteria proposed for Marriott's Great America on page 4 of their acoustical surveys. It should be noted that an adjustment of up to 15 decibels is permitted under those criteria for sounds which last for 30 seconds or less in any one hour. A loud and unacceptable noise could thereby be justified, despite the fact that it was perceptible and objectionable from within the park.

A further adverse impact which would destroy the atmosphere of the battlefield would be the perception of the proposed 350-foot tower which is to be located somewhere in the Marriott project. Although Marriott has not disclosed the location of this tower, it will be difficult to hide on the flat terrain of the area and will certainly be an aesthetic nuisance to visitors at the battlefield.

A final category of potentially adverse impacts includes those resulting from incidental use of the battlefield by visitors to the Marriott project. A substantial number of the two to three million visitors may reasonably be expected to stop off at the battlefield. The total annual visitor day use of the battlefield is currently approximately 1,200,000. If only 25% of Marriott's visitors also visit the battlefield, then the total annual visitation to the battlefield will be increased by 500,000 persons, more than one-third of the total. The close proximity of the two attractions and the appeal of the battlefield make such a projection appear to be reasonable. Such an increase would necessitate increased staff at the battlefield and, since the increase would be concentrated within 143 days, would probably require institution of a permit system to restrict visitation. Failure to limit the number of visitors to the park at any one time would strain the psychological or cultural environment as well as the natural environment of the battlefield beyond their capabilities. Unrestricted concentrated stop-off visits to the battlefield would destroy the values which it presently secures so remarkable well.

The preceding discussion of disturbing possibilities has not been all inclusive. The State Water Control Board has ruled that the county has exhausted its future sewage treatment plant capacity in western Prince William County for an indefinite period of time. The Control Board cannot guarantee any sewage capacity to Marriott. Among the disturbing scenarios which I can envision is one in which the Board of Supervisors approves the rezoning and Marriott is subsequently unable to get adequate assurances of sewage capacity. Marriott, having gained the quality and describes abstract techniques to "treat" surface water runoff before it enters Young's Branch. It would appear, however, that the treatment proposed by Marriott encompasses no more than permitting solids and suspended materials to settle out of the runoff in holding ponds prior to discharging the water. Such treatment cannot serve to maintain the high water quality of Young's Branch against the degrading input of contaminants resulting from periodic maintenance. Siltation may be prevented, but contamination by gasoline and its components, detergents, lubricating oils, pesticides and herbicides and fertilizers will be unaffected by such techniques. Such contamination will result from periodic wash downs and cleaning of pavements and buildings as well as from the intensive landscaping activities which Marriott proposes. Such contamination of Young's Branch would adversely affect the water quality of the stream as it flows through the battlefield, contributing to algal blooms and the destruction of indigenous life-forms. It would also pose a hazard to the water quality of Occoquan Reservoir, thereby jeopardizing the health of people in Fairfax and Prince William Counties as well as those in the city of Alexandria who depend upon the reservoir for drinking water.

Objectionable noise from the Marriott project will shatter the tranquility of the battlefield, destroying the atmosphere of the park. Marriott's analysis of noise sources and control are simply not usable for purposes of assessing the impact of the project upon the park. They have provided no information relating to the intensity or location of proposed noise sources and it is therefore impossible to determine what effect the rezoning of its site, might then develop it in an entirely different manner which could pose new and more severe threats to the battlefield.

The history of experience with Marriott's proposed project does not justify reliance on their general expressions of intent. This Subcommittee can perform a great public service by articulating its view that Marriott will not be permitted to conduct its activities in such a manner as to have an adverse impact upon the battlefield.

Assuming that the Marriott application will be approved by the Board of Supervisors later this week, this Subcommittee could move to authorize acquisition of all or sufficient interests in lands adjoining the battlefield so as to adequately protect it from adverse impact.

We are advised that the Marriott site played important role in the historic two battles of Manassas. It might therefore be appropriate to contemplate acquisition of this site on its own merits, especially if the detailed plans for development by Marriott, which this Subcommittee should demand, demonstrate that the project will be unacceptable.

At the very least, this Subcommittee should demand the detailed plans for development from Marriott and put them on notice that it takes their broad statements of intent to be an enforceable covenant by Marriott to conduct their activities in such a way as to cause no adverse impacts to Manassas National

Battlefield Park. Such a course of action should encourage the Park Service to enforce these covenants by appropriate techniques, including injunction. The Federal Government already has legal authority to condemn full or partial interests in lands and otherwise restrict activities which jeopardize the public welfare and/or federal property. The articulation by this Subcommittee of the intent to take such action would serve to put Marriott on notice that their responsibilities do not end with approval by the Board of Supervisors of Prince William County.

We are heartened to see your interest in this problem. It is characteristic of several problems which face units of the National Park System throughout the nation, where the values of truly unique treasures such as Everglades National Park, Gettysburg and Redwood National Park are being destroyed by unacceptable activities outside their boundaries. The Park Service has not met this challenge in the past. We urge you to do so and look forward to a reversal of the trend and solution to this immediate problem.

Mr. TAYLOR. I hope that you will limit your presentation to any conclusions and facts that have not already been presented.

Mr. EISENBUD. Yes.

If I may, sir, I would like to start at what would be the end of my statement, and that is to respond to some specific questions that were raised but not answered by members of the subcommittee, and I will just tick them off: with regard to Mr. Seiberling's point, who is no longer here, unfortunately, Prince William County has not yet done a master plan, so this can't really be integrated into a land use rational plan.

They are expecting to put that forward by the middle of the summer of 1973, so for that figure and among many reasons, we have taken a position that this is all premature and can't be rationally evaluated in terms of the total needs of the county.

A second question that was raised was with respect to the specific details, the proposals and the analyses that have been done by Marriott are not in the nature of, say, a sound source of so many decibels will be located here, and a buffer strip of so many feet will be located here.

Therefore, it is clear that something will happen, that can be analyzed and evaluated by objective people. But that isn't the case.

The details have not come forward. The only thing that appears in their analyses are assurances, assurances that they will conduct their activities in such a way, utilizing beams, wooden strips and so forth, that the sound will not be objectionable, that the esthetics will be acceptable and so forth. That is a very important thing.

I think you should understand the reasons. The Prince William County zoning law does not require detailed plans in this stage in the proceedings.

Marriott obviously has decided not to spend the extra money to come up with detailed plans at this stage that would permit us to evaluate the effectiveness of their assurances, but rather they just give the blank assurances.

Finally, in terms of questions, I would like to offer the—request the opportunity for National Parks and Conservation Association to cooperate with the subcommittee with respect to Gettysburg, which was raised by you, Mr. Chairman.

Mr. TAYLOR. With respect to doing what?

Mr. EISENBUD. To Gettysburg, which you raised with respect to Mr. Walker's testimony. We have taken an interest in that, and we feel that this is a great problem, and we—I think we have specific points,

some challenges to make to the legality of that whole thing and so forth, and we appreciate the opportunity to cooperate.

Now, if I may just summarize this statement. We have joined in the county level for opposing this project, four specific things which were not discussed, which we feel deserve attention, falling in the areas of roads and traffic for one. The point that hasn't come out is that this 2 million to 3 million visitations will occur within 143 days, not over a calendar year. That means an incredible concentration during the height of the ordinary season.

A second aspect relates to water quality. The runoff is indeed a problem, but there is another problem. The proposals that come out in the analysis by Marriott, talk really only about settling tanks, they are going to build ponds, they will catch the runoff, let it sit there a while, and then discharge it.

They are not going to treat the runoff. Now, that runoff is going to contain detergents, phosphates, and nitrogen from fertilizers, gasoline, all kinds of contaminants. That will run, if it's allowed to run, and unless they treat it in some manner that they don't explain, it will go directly into Youngs Branch, directly into Bull Run, directly into Occaquan Reservoir. On its way, it will run through the battlefield, and it will do harm most certainly.

A third one relates to the atmosphere of the battlefield. That has been covered pretty adequately.

I won't add to it, except to say that we really need to be able to tell what the decibel level of the sources are going to be. They are using some very tricky techniques to predict decibel levels, with a DEA on an L 10 level. That means that for 10 percent of the time that the sound is heard, it can exceed the DEA level, so that you could get a DBA level of 50 for 1 hour.

During 6 minutes of that hour, you could have a DBA level of 100. That would be unacceptable, and the screening wouldn't keep it out.

I think that is all that hasn't been touched on already. I thank you for your attention.

Mr. TAYLOR. Well, thank you very much.

Mr. SKUBITZ. One question, sir.

Mr. Eisenbud, is the National Park and Conservation Association the group that worked—that moved into Kansas and purchased some land recently for a grassland park?

Mr. EISENBUD. No, it isn't, sir. We have been interested in that project but have not purchased land.

Mr. SKUBITZ. If you are interested in it, I just want to know about it.

Mr. TAYLOR. Thank you.

Now, Memory Porter.

Mr. TAYLOR. In the absence of objections, a copy of your entire statement will be placed in the record at this point, and you can summarize comments.

[The prepared statement of Ms. Memory Porter follows:]

STATEMENT OF MEMORY PORTER, CATHARPIN, VA.

I represent the Prince William League for the Protection of Natural Resources. We are a group of some 100 citizens of Prince William County, many of whom live and own property near the Manassas National Battlefield and the proposed

Marriott amusement park. We are concerned about the impact of the proposed Marriott project in many respects, one of which is the effect the rezoning and the intended development to follow will have on the Manassas Battlefield.

In the resolution of intent signed by the Prince William County Board of Supervisors the County agrees, upon showing that it is in the best interests of the County, it will grant a special exception or variance on height restrictions to permit construction and operation of buildings or structures of a height up to 100 feet and one special purpose structure of a height up to 350 feet above grade. The Prince William League feels that without knowing how many 100 foot structures will ultimately be constructed and where on the property these unspecified number of 100 foot structures and the one 350 structure will be built, we have no assurances from either Marriott or the Prince William County Board of Supervisors that any such structures will in fact be in the best interests of Prince William County and we are certain they will not be in the best interests of the Battlefield Park.

The Prince William League is concerned that Marriott is providing no on-site camping facilities. At least in Marriott's Howard County proposal they provided for on-site camping facilities, but there are no such plans in Prince William County. As the committee knows Marriott first tried to develop their Great America Theme Park in Howard County, Maryland, but the zoning amendment as proposed was defeated unanimously by the Howard County Zoning Board. In the Prince William County staff report dated March 16, 1973 the County Health Department makes the following comments about lodging accommodations.

"Marriott Corporation states that the two million visitors per year will not require lodging facilities beyond that which is available at the present time. We feel that the lodging facilities currently available are only adequate for the present demand and that additional lodging facilities will be needed once the Park is in full operation.

"The character of the American travelling public is changing more and more to the out-doors-open-road travel by van, camper truck and mobile homes. The Park will undoubtedly attract throngs of out of state visitors traveling in mobile and camper type homes.

"Many of the great amusement parks in the country provide camp grounds for transient guests.

"Since Prince William County does not have an adequate number of campground spaces to care for the additional campers it is recommended that Marriott Corporation consider this aspect in more detail."

In the same report Mr. Berry, Superintendent of the Manassas Battlefield Park states the following: (page 5)

"The greatest potential impact may well be the tremendous increase in visitation use that the Battlefield will experience from the estimated four to six million visitors per year which the theme park expects to attract. The theme park is scheduled to operate on weekends in the spring and fall and daily during the summer months, so that these four to six million people will be concentrated into a relatively short visitor season, which coincides with our present heavy visitor use season. The Park, at present, has neither the staff nor the facilities to handle this projected visitation load. Additionally, we are concerned about the use of the Park by unauthorized campers and the problems this would create."

The Marriott studies refer to 6-Flags Over Georgia as one of the regional parks they will be patterned after. According to a study presented to Prince William County, prepared for the Marriott Corporation by Barton, Aschman Associates of Chicago, dated June 1972, 6-Flags Over Georgia has parking for 5,000 vehicles and the proposed Marriott project will provide parking for 5,000 vehicles. 6-Flags has started to expand their parking facilities to handle a new total of 9,500 vehicles. On March 17, 1973, 6-Flags Over Georgia had to lock their gates at 1:00 in the afternoon. An Official from 6-Flags' own staff estimates that they turned away some 10,000 people that afternoon for lack of parking space and this was after they utilized two adjacent industrial parking lots in addition to their own present capacity of 6,000 cars. In Prince William County there will not be adjacent industrial parking lots to borrow on weekends until 1980. The Prince William League is concerned about where 10,000 disappointed visitors will go when they get turned away from the amusement park. Do they spend the afternoon and night

at the Manassas Battlefield where there are neither staff nor facilities to handle a visitation load of this magnitude?

In the staff report the County Health Department States the following: (page 22)

"Marriott Corporation foresees no upsurge in the establishment of new businesses and commercial operations as the result of their Park development, but with the great increase in tourist travel in the area (5,000 cars daily) there will be a need for more highway rest stops, gasoline stations, food outlets, repair shops and other necessities and conveniences expected and demanded by the traveling public."

The proposed rezoning has not even been granted and local landowners are being approached to sell their land for campgrounds. Once public sewer and water becomes available to the residences on Groveton Road, which is the only buffer between the Manassas Battlefield and the proposed amusement park, pressures for commercial rezonings will be strong. It has been suggested to some of the homeowners on Groveton Road they should not sell out too quickly because their land will be worth much more if they wait. Surely this implies commercial rezoning on the only buffer between the Battlefield Park and the proposed amusement park. Obviously the impact on the Battlefield Park will not be just the Marriott amusement park alone but the facilities that will spring up around the Marriott Park bringing the additional impact of more traffic, noise, air pollution and the destruction of the aesthetic values of the Manassas Battlefield Park and surrounding areas.

Another concern of the Prince William League is that the land in question and the land to the north, east and west has never had an adopted comprehensive plan as is stated in the staff report. (page 31) In the summary conclusions of the staff report the following is stated. (page 58)

d. Revised Land Use Control Ordinances and Policies "The County should immediately examine its present ordinances to determine what changes will be necessary to adequately control pressures for development resulting from establishment of the Park."

Because of the aforementioned potential demand by the travelling public and Prince William County's lack of a comprehensive plan and land use control ordinances and policies, the Prince William League feels it would be unwise to rezone the land in question until we can, at the very least, be assured of these controls.

Marriott's traffic projections call for enormous highway improvements, an absolute minimum necessity being a new interchange on I-66. Commissioner Fugate of the Virginia Department of Highways has stated that there are presently no funds available for the highway work envisioned. Also, that the addition of interchanges to the interstate system would require the approval of the Federal Highway Administration. These proposed highway improvements are not in sight and if the amusement park opens without the interchange on I-66 and the other highway improvements, there will be an unbearable overloading of the existing road systems around the Manassas Battlefield. Marriott's air pollution projections are based on the emissions of smooth flowing traffic—not long traffic jams—which certainly must produce higher concentrations of pollution emissions.

The 513 acres in question does have great historical value. If Marriott were not requesting this rezoning and were not getting a promise of preferential treatment for water, sewer and highways—a promise that is unlikely the Board of Supervisors can meet in view of the reports from the Virginia Department of Highways and the Virginia State Water Control Board—this land would not be rezoned. Because of the lack of the availability of sewage and water facilities and road access and because the land is not suitable for septic systems, it is more reasonable to assume that this land will remain in A-1 zoning and will eventually have very low density residential development as already exists on the adjoining properties on Groveton Road, Pageland Lane and U.S. 29-211. Members of the subcommittee who visited the site on March 30 will certainly agree that on the basis of their observations the present development on large wooded lots of three to five acres does not detract from the Battlefield. We would hope to persuade our local government to maintain the existing zoning which would allow for only similar development in the future. But it appears that the Board of Supervisors may make a very different zoning decision and allow the Marriott development to proceed. Therefore on the basis of what it has seen and what it

has heard if the subcommittee is concerned about the obviously adverse impacts the Marriott development will have on the Battlefield Park and on the experience of hundreds of thousands of people who visit the Battlefield every year, then we would hope the subcommittee would consider taking whatever steps are available to preserve that park and that experience. The Prince William League would appreciate anything that could be done in that respect.

STATEMENT OF MS. MEMORY PORTER

Ms. PORTER. Thank you. I will try to be brief, Mr. Chairman.

I am president of the Prince William League for Protection of Natural Resources, and I am here to represent them today, and I have been asked to represent Friends of the Earth. The Prince William League is a group of some 100 citizens of Prince William County, many of whom live and own property near the Manassas National Battlefield, and the proposed Marriott amusement park.

I am going to shorten my statement. I would just like to clarify some confusing statements made here today, as I go along. We are concerned about the impact of the proposed Marriott project in many respects, one of which is the effect of rezoning, and the intended development to follow will have on the Manassas battlefield.

In the resolution of intent, signed by the Prince William County Board of Supervisors, the county agrees, "upon showing that it is in the best interests of the county," it will grant a special exceptional variance on height restrictions to permit construction and operation of the buildings and structures that we have been discussing, 100 feet and 350 feet.

Mr. Brown made a statement today that I did not understand. I don't know what it means when he says they will very definitely negotiate on these structures.

Who will they negotiate with? Our county government? I just don't know.

Prince William League feels that we have no assurances from either Marriott or our own county government that any such structures will be in fact in the best interests of Prince William County, and we are certain that they will not be in the best interests of the battlefield park.

The Prince William League is concerned that Marriott is providing no on-site camping facilities, at least in Marriott's—our county proposal, they provided for on-site camping facilities, but there are no such plans in Prince William County. At what point do we find out about these things?

I would like to note that the environmental impact statement that everyone has been talking about, this document that Mr. Brown calls in depth, and I think anyone who has read it, as the National Park Service said, it doesn't answer a lot of questions. I would just like to say that this impact statement was available to our staff, our county staff, when they came up with the conclusions that they did in this report.

The other thing that I would like to do is make a suggestion that if the subcommittee is accepting the new staff report which is now available I guess in Prince William County, that you also ask to see the additional data, supporting data, that Marriott supplied after this report was made, and before the new report was made.

I have with me that data, and I would be glad to give it to you. I am missing one letter. This is it.

Mr. TAYLOR. It will be turned over to counsel, for the record or the file.

[A portion of the material referred to follows, the remainder will be found in the committee files.]

COMMONWEALTH OF VIRGINIA,
DEPARTMENT OF HIGHWAYS,
Richmond, Va., March 15, 1973.

Ms. MEMORY PORTER,
President, Prince William League for the Protection of Natural Resources,
Catharpin, Va.

DEAR MS. PORTER: As was indicated to you at the Highway Department's hearing in Culpeper on March 9, 1973, I am glad to answer the questions which you have presented in your letter of March 10, 1973.

I will respond to each of your questions in the order that you presented them.

1. The industrial access annual maximum funding is 2.5 million dollars statewide. The maximum allocation that any one county could hope to receive in a single year is \$150,000; however, an additional \$100,000 could be extended if it were matched dollar for dollar by local funds or industry. There is a limitation to the effect the maximum amount of industrial access funds to serve an individual industry cannot exceed 10 percent of that industry's capital outlay. Industrial access funds may be used to serve industries of a manufacturing or processing nature but it is not eligible for public facilities, amusement parks, airports, hospitals, etc.

2. The Highway Department has been consulted as to what we could accomplish in road improvements as presented in point number three of the Prince William County Agreement and we indicated that there were no funds available for the highway work envisioned.

3. The addition of interchanges to the interstate system would require the approval of the Federal Highway Administration and in order for the Federal Highway Administration to give consideration to such a request, a resolution from the Board of Supervisors would be needed along with appropriate traffic data to document an interchange need.

4. The proposed Marriott Development should in no way affect the timing of the Dale City Access improvements to I-95.

5. If the Marriott project were approved, an impact on the existing road network would result when the development actually occurred. The Department has not received sufficient data to properly assess such an impact. Any assessment of needs directly related to the Marriott project would have to be integrated with present known needs and priorities of development. It is possible that the Department's ten year plan programs and project scheduling could be affected, however, we just don't know at this time.

6. There are no plans at present to widen I-66 to 6-lanes.

7. There are no plans in our 10 year program for 4-laning US-29/211 through the Manassas Battlefield Park. The development of a highway through a national park would require the normal highway development procedures involving public hearings, a National Park Service Agreement, environmental impact statements, etc.

8. At present we do not have a program to widen Route 234 from Independent Hill to I-95. We do plan to widen Route 234 from the Manassas south corporate limits to the south toward Independent Hill. Plan development is now in the preliminary stages for an approximate 4.5 mile project with hopeful advertisement in early 1975. This is the only project programmed during the 10 year plan time frame.

9. There are no plans at present for the 4-lane development of Route 619, Route 622 and Route 705.

I trust this information fully answers your questions.

Sincerely,

DOUGLAS B. FUGATE,
Commissioner.

Ms. PORTER. And there is one more letter that I do not have. It is a two-page letter on traffic.

I would like to say that in my statement, I did quote Mr. Berry. It was from this staff report, published March 16, and it did say 4 to 6 million visitors.

Now, he had that figure in there.

I would like to make a point that has just been made, that although the 4 to 6 million—Marriott does not say, now, that they are going to have 4 to 6 million visitors; the point is, that the 2 million people are going to be visiting, and in a 145-day period.

The Marriott studies refer to Six Flags Over Georgia as one of the regional parks they will be patterned after.

According to a study presented to Prince William County, prepared for the Marriott Corp. by Barton-Aschman Associates of Chicago, dated June 1972, Six Flags Over Georgia has parking for 5,000 vehicles, and the proposed Marriott project will provide parking for 5,000 vehicles.

Six Flags has started to expand these parking facilities to handle a new total of 9,500 vehicles. On March 17, 1973, Six Flags Over Georgia had to lock their gates at 1 o'clock in the afternoon.

An official from Six Flags' own staff estimates that they turned away some 10,000 people that afternoon for lack of parking space, and this was after they utilized two adjacent industrial parking lots in addition to their own present capacity of 6,000 cars.

In Prince William County there will not be adjacent industrial parking lots to borrow on weekends until 1980. The Prince William League is concerned about where 10,000 disappointed visitors will go when they get turned away from the amusement parks.

Will they spend the afternoon and night at the Manassas battlefield where there are neither staff nor facilities to handle the visitation load of this magnitude?

In the staff report, our own county health department states that they feel "with the great increase in tourist travel in the area, of 5,000 cars daily, there will be a need for more highway rest stops, gasoline stations, food outlets, repair shops and other necessities and conveniences expected and demanded by the traveling public."

[Ed. NOTE: The staff report will be found in the committee files.]

Ms. PORTER. The proposed rezoning has not even been granted, and local landowners are being approached to sell their land for campgrounds.

Once public sewer and water becomes available to the residents of Groveton Road, which is the only buffer between the Manassas battlefield and the proposed amusement park, pressures for commercial rezoning will be strong.

It has been suggested to some of the homeowners on Groveton Road that they should not sell out too quickly, because the land will be worth much more if they wait. Surely this implies commercial rezoning, on the only buffer between the battlefield park and the proposed amusement park.

Obviously, the impact on the battlefield park will not be just the Marriott amusement park alone, but the facilities that will spring up around the Marriott park, bringing the additional impact of more traffic, noise, air pollution and the destruction of esthetic and historic values of the Manassas Battlefield Park and surrounding areas.

Another concern of the Prince William League is that the land in question and the land to the north, east, and west has never had an adopted comprehensive plan as it is stated in the staff report.

Also, the staff made a recommendation that is in the staff report, saying that the county should immediately examine its present ordinances to determine what changes will be necessary to adequately control pressures for development resulting from establishment of the park.

Because of the aforementioned potential demand above by the traveling public, and Prince William County's lack of a comprehensive plan, and land use control ordinances and policies, the Prince William Leagues feels that it would be unwise to rezone the land in question until we can at the very least be assured of these controls.

Mr. TAYLOR. Let me just state, your entire statement is in the record, and we have been reading ahead of you and right on to the end of it, so I guess it won't be necessary to read further.

Ms. PORTER. I have one more statement to make about the traffic, that is not in the statement.

Mr. TAYLOR. All right.

Ms. PORTER. It was not a press release, the statement that was discussed earlier about whether funds were available, it was a letter addressed to me from Commissioner Fugate of the Virginia Department of Highways, and I will submit that if you would like it.

The only problem is, that I have only the answers. I don't have a copy of the letter which posed the questions, but I will get it to you.

Mr. TAYLOR. It will be turned over to counsel and it will be placed in the file or in the record, as he sees fit, when received.

Ms. PORTER. I have one more point that has not been stressed today—

Mr. TAYLOR. We have read your entire statement: yes.

Ms. PORTER. All right. I guess that's it then. Thank you.

Mr. TAYLOR. Thank you.

We talked to you people while we were visiting out there, and we understand and appreciate your concern and interest.

Mr. SAYLOR. One question. How far is 3903 Aldie Road at Catharpin, Va?

Ms. PORTER. I am 5 miles from the proposed Marriott project. I am about 2 miles from the Manassas Battlefield on a different side.

Mr. SAYLOR. Thank you now.

Mr. TAYLOR. Gilbert LeKander.

STATEMENT OF GILBERT LeKANDER

Mr. LeKANDER. My statement simply seeks to call attention to the committee two things that Mr. Saylor will remember.

Mr. TAYLOR. A copy of your entire statement will be placed in the record.

[The statement follows:]

STATEMENT OF GILBERT LeKANDER

Mr. CHAIRMAN: Others will testify in greater detail than I on the impact of a Marriott amusement park upon the adjacent national park. I am convinced the impacts of traffic, noise and visitation will be intolerable.

I would like to suggest that the Committee has solid ground upon which to actively oppose the Marriott impact, though it is correct as the Chairman has said that local zoning is not usually within your jurisdiction. I will explain very briefly.

With the Civil War centennial approaching, the Senate interior appropriations subcommittee added \$450,000 to HR 5915 (86th Cong., 1st session), the regular annual appropriation bill, for the purchase of land at Gettysburg and Manassas battlefields. Conferees agreed, adopting the Senate committee report language which specified that land could be purchased only if local zoning ordinances protected the federal park. Prince William provided that protection, the perimeters of the park being zoned agricultural. Adams county, Pa., did not. As a result, \$400,000 of the money was spent at Manassas including purchase of a large tract directly adjacent to the Marriott property. On the basis of this history, I believe the Congress has the right and duty to insist that Prince William honor the contract implicit in the action taken in 1959. I believe we can argue rightly that the federal government expended this \$400,000 in reliance on the Prince William zoning ordinance. Once such reliance has been placed in that ordinance, I believe the County of Prince William is estopped to deny the effect of that Agricultural zoning, and any change from agriculture zoning on the park perimeter would be invalid if challenged.

I suggest it should be made known to my county government that the Congress and the rest of government will be inclined to view with suspicion any other requests for aid for the county, if it now acts deliberately to endanger a priceless national resource.

And I hope you may consider permanent legislation to impose sanctions on any local government that disregards its responsibilities toward federal parks and other property. There is precedent for this in the housing, water quality and transportation programs.

I think your record should also answer the question often asked: "Why, if the Marriott tract is so important historically, was it not included in the park?" The answer is in the records of this committee. When Wesley D'Ewart was subcommittee chairman (in 1953), he introduced at the request of Conrad Wirth, then Park Service director, a bill to establish Manassas Battlefield park boundaries much larger than those now authorized. The Marriott tract was included in the park service bill. The local government, then as now, was hostile to the park and prevailed upon Judge Smith to work out a compromise reducing the taking area. The Marriott tract was excluded, not because of insignificant historical value, but because local people envisioned then as they do now some kind of money-making activity to take advantage of park visitors.

I am one of the local citizens who have been working for many years to protect this park. Fifteen years ago it was a sanitary land fill, later a truck garage, then a national cemetery, and now Marriott. We intend to keep up the effort, and we welcome this Congressional interest, trust it will be sustained, and pray that it will succeed in preserving Manassas as one of the few unspoiled battlefield parks in the nation.

Mr. LEKANDER. One is that I believe that when this Congress appropriated \$400,000 for the purchase of land out there across the road, some of it for the park, on the basis that the county agreed to zone it agriculture, and that was done, that the county entered into a contract with the Congress that could be enforced.

The second is to clarify the point about the historic importance. It was considered at length in the Subcommittee on Public Land in 1953, when Wesley D'Ewart was chairman and Mr. Saylor was present; and this land was compromised out of the park boundary, solely because the supervisors didn't want to lose tax benefits from several hundred dollars a year.

Finally, with respect to the acoustics, I can vouch for you that I can hear the switch engine toot 5 miles away at Gainesville, and I am sure you will be able to hear Marriott's theme park across the road in the battlefield, and it will be incompatible.

I have a file of correspondence between various officials of the Park Service and Senator Hayden, with reference to the zoning agreements in that \$400,000 appropriation, which I would like to leave with the committee, if they are of interest.

Mr. TAYLOR. Thank you very much. They will be included in the record at this place, unless there is an objection.

REGION ONE, *Richmond, Va., June 25, 1959.*

To: Director.

From: Assistant Regional Director, Region One.

Subject: Zoning Ordinances and Regulations, Manassas National Battlefield Park.

Mr. Lee's memorandums of June 18 and 19 requested copies of zoning ordinances and regulations, if any, affecting Manassas National Battlefield Park, and also invited comments and recommendations for amending the existing regulations and restrictions in order to comply with the requirements set out by H.R. 5915, 86th Congress, 1st Session.

We attach a copy of the zoning ordinance for Prince William County, Virginia, which became effective September 1, 1958. We note that the area in and around the Park is zoned Agricultural Division A-1 which somewhat limits future commercial development, and permits existing establishments to continue operating under certain conditions.

However, we believe that some of the uses permitted under the Agricultural Division, Article 3, should be eliminated for proper protection of the Park. As a start, and without complete knowledge of what the Committee on Appropriations will require, we suggest the following amendment to the present zoning ordinance:

2-2—In addition to the districts established above, all land within the boundaries hereinafter described shall be classified as a historical area. The uses permitted within the historical area are limited to those listed under Article 3, Agricultural Division A-1, of the Zoning Ordinance for Prince William County, Virginia, dated September 1, 1958, excluding items 3-1-7, 3-1-10, 3-1-11, 3-1-12, and 3-1-13.

2-3—Boundaries of the historical area of Prince William County, Virginia, are herewith established as follows: (Insert description of approved boundaries of Manassas National Battlefield Park.)

Please advise if you need additional information.

E. M. LISLE,

Assistant Regional Director.

Attachment copy to: Superintendent, Manassas National Battlefield Park, with copies of Mr. Lee's memos of June 18 and 19.

JUNE 18, 1959.

Memorandum to: Regional Director, Region One.

From: Chief of Lands.

Subject: Zoning Ordinances and Regulations, Manassas National Battlefield Park.

As you undoubtedly know, the House and Senate Conferees Committee recommended an allowance of \$450,000 for the acquisition of lands at Gettysburg National Military Park, Pennsylvania, and Manassas National Battlefield Park, Virginia.

In recommending this amount, the Committee directed that it not be obligated until the Secretary had reported to the Committees on Appropriations that the local governments had adopted adequate zoning regulations to assure against future development in these areas.

For use in connection with our proposed study of the zoning ordinances and regulations of these areas to determine what changes, if any, we should ask the governing bodies thereof to adopt to comply with the Committee requirement, it will be appreciated if you will forward to this Office a copy of the zoning ordinances and related matters for Manassas.

Your recommendations and comments with respect to the foregoing are invited.

DONALD E. LEE,

Chief of Lands.

In duplicate.

JUNE 19, 1959.

Memorandum to: Regional Director, Region One.

From: Chief of Lands.

Subject: Zoning Ordinances and Regulations, Manassas National Battlefield Park.

This is to supplement our memorandum of June 18 on the above subject.

At a meeting held on this date between Messrs. Ronald F. Lee, Herbert E. Kahler, J. Walter Coleman, and Harold L. Peterson of the Division of Interpretation, Harry K. Sanders of the Solicitor's Office, and H. Richard Garrett of the Branch of Lands, it was concluded that we should expedite our study of the zoning matter at Manassas. Therefore, the material requested in our memorandum should be submitted on or before July 15.

We hope to complete a draft of a zoning ordinance at an early date which will incorporate the views of the National Park Service for the development of Manassas. A copy of it will be forwarded to you upon completion.

After its receipt, we anticipate that you will arrange for an early meeting with appropriate county officials for consideration and adoption of the proposed ordinance. It is assumed that you will require legal assistance at any such meeting and we will endeavor to make arrangements with the Solicitor's Office to provide that service.

DONALD E. LEE,
Chief of Lands.

In duplicate.

OCTOBER 23, 1959.

HON. CARL HAYDEN,
Chairman, Committee on Appropriations,
U.S. Senate, Washington, D.C.

DEAR MR. HAYDEN: The National Park Service has as yet not expended any portion of the \$450,000 item for Civil War land acquisition under the "Construction" heading of our appropriations as contained in the Interior Department and Related Agencies Appropriation Act, 1960. The reason for this is that the legislative history of the appropriation item indicated that no obligation of funds for the acquisition of land at Manassas National Battlefield Park and Gettysburg National Military Park should be made until the Senate and House Committees on Appropriations have been notified by the Secretary of the Interior that adequate zoning regulations have been passed by local governments.

Manassas National Battlefield Park lies entirely within Prince William County and within an area that has been zoned by the County as Agricultural Division A-1. The Department is now considering submission of a report to the Committees on adequacy of the zoning regulations.

This Service has been able to secure a land purchase option from Mr. and Mrs. George O. Sutton covering approximately 140 acres of land, with improvements thereon, in a critical location in the Park area. The land lies along U.S. Highways Nos. 29-211 for about a quarter of a mile and efforts to commercialize it in the future appear likely. The 45-day option for \$94,700 obtained from Mr. and Mrs. Sutton is considered to be a fair price by this Service. We have been advised by the owners that the farm property is to be placed on the market. If the option is not accepted, they plan to sell it this fall because of other family commitments, as stated in their letter of October 16, copy enclosed. If the property were sold and divided into small parcels, it is probable that subsequent acquisition of the same property would be at a substantially increased price as well as with increased difficulty, since negotiations with several individuals instead of a single owner would undoubtedly follow.

Since Prince William County has a zoning ordinance under which all of the Park is zoned Agricultural Division A-1, and as we consider this purchase to be a desirable one, it appears that it would be to the interest of the Government to accept the option and consummate the purchase as soon as possible. The securing of this option for the limited 45-day period, expiring November 28, resulted only after several negotiations with the owners who have refused to tie the property up for any substantial period of time.

This matter is called to the attention of your Committee for consideration and advice as to whether, in the circumstances outlined, it will be satisfactory for this

Service to accept the option within its effective time limit should the adequacy of the zoning regulations not be resolved before November 28.

An identical letter is being sent to the Committee on Appropriations of the House of Representatives.

Sincerely yours,

E. T. SCOYEN, *Acting Director.*

Enclosure. Copy to: Regional Director, Region One (2); Regional Director, Region Five (2).

LAW OFFICES—GEORGE O. SUTTON,
Washington, D.C., October 16, 1959.

DONALD P. LEE, Esquire,
*Chief of Land Section, National Park Service, Department of the Interior,
Washington, D.C.*

DEAR MR. LEE: Enclosed herewith are three (3) duly executed copies and three (3) unexecuted copies of a Land Purchase Option and Contract on the farm which Mrs. Sutton and I own in Prince William County, Virginia, which farm is surrounded by the Manassas National Battlefield Park area.

Mrs. Sutton and I have reluctantly given this Option because, as you know, the farm has been placed on the market, will be sold and this Option, if not accepted, may cause us to lose a sale this Fall, or at least, would prevent us from holding a public sale of the personal property, machinery and equipment, before next Spring. It is our hope, therefore, that the Option may be accepted very shortly, which would permit us to hold a sale this Fall and deliver occupancy to you before cold weather sets in. Otherwise, we will have to wait until next Spring to hold such a sale.

If there are any details in connection with this Option, please do not hesitate to call me, and I will be glad to confer with you.

Sincerely yours,

Signed Geo. O. Sutton
GEO. O. SUTTON.

U.S. DEPARTMENT OF THE INTERIOR,
OFFICE OF THE SECRETARY,
Washington, D.C., October 30, 1959.

HON. CARL HAYDEN,
*Chairman, Committee on Appropriations,
U.S. Senate, Washington, D.C.*

DEAR SENATOR HAYDEN: This has reference to the \$450,000 item for Civil War land acquisition purposes included under the "Construction" heading of the National Park Service appropriations as contained in the Interior Department and Related Agencies Appropriation Act, 1960.

The legislative history of the appropriation item described above reflects that no obligation of funds for the acquisition of lands at the two parks mentioned in the reports on the bill, namely, Gettysburg National Military Park and Manassas National Battlefield Park, should be made until the Senate and House Committees on Appropriations are notified by the Secretary of the Interior to the effect that the local governments have adopted adequate zoning regulations to assure against future commercial developments in those areas. Also, it was expressly stipulated that no part of the appropriation item may be used to acquire the tract of land at Gettysburg known as the Adams County Home (Poor Farm).

The National Park Service has followed up with local government officials on the zoning feature with a view of satisfying the condition for use of the appropriated funds to acquire needed lands in both park areas. The situation that exists at this time is outlined below for your information. A duplicate of this letter is being sent to the Committee on Appropriations of the House of Representatives for its information also.

MANASSAS NATIONAL BATTLEFIELD PARK, VA.

The Manassas National Battlefield Park lies entirely within Prince William County, Virginia. The county has a zoning regulation which became effective on September 1, 1958, an extract of the pertinent part thereof being enclosed herewith for your information. The park area is zoned Agricultural Division A-1.

The regulation limits new commercial developments. Existing commercial establishments may continue operations under certain conditions. The regulation is considered by us to be adequate in that future commercial developments are controlled or prohibited thereunder and the agricultural classification applying to the park accords reasonable protection to it.

It will be noted that under the terms of the Agricultural Division A-1 regulation certain urban type developments may be undertaken. While the park area is assured of adequate and reasonable protection under the existing regulations, it would be theoretically possible to construct abattoirs, sawmills, livestock auction markets, general stores, and trailer courts on agricultural lands. Accordingly, the National Park Service has requested the Prince William County Board of Supervisors to create a Historical Division which would accord the park area even greater protection by restricting against such developments. This matter has been presented to the Board and it is hoped, and there are favorable indications, that such a further refinement of the zoning regulation, at least in application to the Manassas National Battlefield Park, will follow.

The National Park Service has been able to negotiate tentative and advantageous land purchase contracts with one or two owners of land in the Manassas National Battlefield Park area. It is proposed to enter into contract for such parcels as soon as possible. At least one of these parcels is faced with the threat of sale. If a sale were made, the smaller tracts it would be divided into, and allowable developments that would occur thereon, would make acquisition of the parcel more expensive, or possibly prohibitive, in the future.

GETTYSBURG NATIONAL MILITARY PARK

Gettysburg National Military Park lies within Adams County, Pennsylvania. Practically all of the park area also lies within Cumberland Township. The National Park Service has been informed that there is no zoning regulation for Adams County and that it is unlikely that a county planning and zoning regulation will be passed in the near future.

Cumberland Township has broad and discretionary powers to plan and zone. It has not, however, enacted a zoning regulation. The Township recently formed a planning commission and held its first meeting on June 10, 1959, at which representatives of the National Park Service were present and urged the enactment of an adequate zoning regulation. The Cumberland Township Planning and Zoning Commission is reported to be sympathetic to the need for a zoning regulation to facilitate protection of the park against undesirable and new commercial intrusions on the battlefield scene. However, it is understood that passage of a zoning regulation by the Township will probably not take place for at least a year from August 1959.

The Township has passed a "set-back" regulation which will afford some measure of protection against adverse developments until a zoning regulation is passed. This regulation, in and of itself, could not be considered to be adequate. In these circumstances, it appears that, regardless of any new threats of additional commercial development on the battlefield scene, the National Park Service will not be free to use any portion of the \$450,000 appropriation item to purchase land at Gettysburg so as to circumvent such development.

While not a zoning matter, it is also desired to call the attention of the Committee to the fact that the restriction against the purchase of the Adams County Home (Poor Farm) land poses a serious threat of adverse development on this property which is an important part of the first day's battlefield. Such developments will impair the historical scene preserved by adjacent federally owned park lands. If new developments occur on this tract, they may be of such a nature as to undo much of the good that has been accomplished by Federal ownership of several key tracts of land in this portion of the battlefield area. Should the Adams County Home (Poor Farm) property be subdivided and developed, it would be extremely expensive to acquire it at a later date.

The Adams County Commissioners have informed the superintendent of Gettysburg National Military Park that it is unlawful for the County to hold and preserve land for historic reasons. Any proceeds derived from the sale of the Poor Farm lands must be used for the benefit of the indigent and needy of the County. As long as the land was farmed and the produce used at the Poor Farm, it was, in fact, contributing to the care of the poor. The farming operation has been stopped because it is no longer possible to operate the prop-

erty economically as a farm. A new building for indigents has been held up for lack of finances.

The County Commissioners have held up the sale of the Poor Farm lands in the hope that they could be purchased by the National Park Service. In view of the restrictions against using the appropriated funds for purchase of this property, the Commissioners are planning to place the land on the market for sale and, we understand, the proceeds must be used to build a new Home or Poor Farm.

In the situation outlined above, it appears that this Department must use the entire available amount of \$450,000 to purchase lands at Manassas National Battlefield Park. The National Park Service has, accordingly, been directed to confine its land acquisition program with these funds to Manassas National Battlefield Park for the present since this is the only area covered by an adequate zoning regulation.

If the Appropriations Committee is willing to remove the restrictions on use of any portion of the \$450,000 item at Gettysburg, the National Park Service is prepared to negotiate for the purchase of several parcels of property that are considered highly necessary and desirable in this park area. One of them, as indicated, is the Adams County Home (Poor Farm), which is given a high priority in the land acquisition program for the park. It will not, however, be purchased unless the existing stipulation is removed.

Sincerely yours,

(S) ELMER F. BENNETT,
Acting Secretary of the Interior,

HON. CLARENCE CANNON,
*Chairman, Committee on Appropriations,
House of Representatives, Washington, 25, D.C.*

Mr. TAYLOR. I noticed, in your statement, that Congress passed the legislation providing that the property would be purchased only in case local zoning authorities zoned it for protection.

Mr. LEKANDER. Right.

Mr. TAYLOR. And that Prince William County did provide this zoning, while Adams County, Pennsylvania, did not.

Mr. LEKANDER. Yes, sir.

Mr. TAYLOR. Thus, the whole \$400,000 was spent in Prince William County.

Mr. LEKANDER. Right.

Mr. TAYLOR. Now you think it is a breach of faith to change the zoning?

Mr. LEKANDER. It is a breach of faith even though you don't have a jurisdiction over zoning, you do have a contract with that county to protect your park, and any county that doesn't protect the park needs some sanctions against it, I believe.

Mr. TAYLOR. Well, thank you.

Mr. SAYLOR. Mr. LeKander, it is good to see you. I hope you are enjoying your retirement.

Mr. LEKANDER. I am.

Mr. SAYLOR. I remember very well when Wes D'Ewart was chairman of the committee, and I was a member, and we appropriated and authorized the park in his insistence, and we did give you an agreement, under the urging of Judge Smith, who was then the Representative from that area.

The people promised that they would preserve that area. I realize that they are not the same county commissioners that are there now, but they are bound by what their predecessors did.

He was the—Gil was the legislative assistant for Wes D'Ewart all the time he was here in Congress, and has been a legislative

assistant for other Members of Congress from that time on, till he retired several years ago.

Mr. LEKANDER. Wes D'Ewart and Frank Bowe, for 27 years.

Mr. TAYLOR. Thank you for your testimony.

Mr. LEKANDER. If I make one historic point, I wish Connie Werth had been here today. He knew how to protect the park system.

Mr. TAYLOR. William Price?

A copy of your statement will be placed in the record at this point.
[The statement follows:]

STATEMENT OF WILLIAM H. PRICE

Mr. Chairman and members of the subcommittee: My name is William H. Price. I am a Civil War historian, author, and former member of the District of Columbia Civil War Centennial Commission.

The purpose of my appearance before this committee is to:

1. Focus attention on detrimental effects that proposed construction of the "Great America Theme Park" may have on the Manassas (Bull Run) National Memorial Battlefield Park.
2. Emphasize the importance of maintaining the status of this National Park and adjacent historical land, and
3. Share with the Subcommittee Chairman and Members the concern of local Civil War Round Tables in the Washington area and those across the country.

The area under discussion was the site of two significant battles during our Civil War. The first was fought in July 1861 and the second engagement took place just a year later in August of 1862. Union forces referred to these engagements as the Battles of Manassas naming them after the nearest town. Confederates called them the battles of Bull Run taking the name of the nearest, most prominent topographical feature—a stream—as identification. These different schemes of identification, one by men from urban areas, and the other by men from rural farm areas, were used with some consistency throughout the war.

The first battle was significant in that it demonstrated problems that beset a Nation which faced but was totally unprepared for the four year struggle that was to follow. On the fields around Henry House a courage and enthusiasm that turned into panic and discouragement was demonstrated by volunteer troops, ill-trained and lead for realities of that engagement. To understand this, one must not only read chronicles and studies of the battle, but they must also visit the field where it occurred. Equally as important as the men and their leaders are the topography and terrain features of the battlefield itself. These and other factors contribute to the tactics and the final outcome of the battle. One must stand on the hillside of the Park Museum to see the field as it looked then and the commanding position along the crest that Confederate infantry had over Federal artillery that was pushed too far in advance of their own support. And standing here, one can also visualize the confusion that took place over mistaking an opposing force for support to the artillery battery.

Unfortunately, a large part of the Second Battle of Manassas is outside National Park Property. The center of the line at the height of battle on August 30, 1862 crosses the corner of this property under discussion today. This second battle saw an army that was better trained and equipped, but still lacking in the leadership that was necessary to bring this conflict to a successful conclusion.

Visiting the wooded and farmland area adjacent to the proposed commercial park enables one to understand the confusion that resulted in a misunderstanding of orders and where the Confederate right flank was located. Background on this event is well covered in hearings on the conduct of the war held by a committee of the United States Congress. This became the celebrated Fitz-John Porter case.

In most every battle of the Civil War, cultural, terrain and topographic features were a key element in the progress of the battle, and combined with other factors, played a role in the outcome. If these features are altered or destroyed, they deprive the student and historically interested of a key to understanding that part of our history. Another aspect is the esthetics of the rural setting itself. The

battlefield area at Manassas or Bull Run is presently being crowded by a new housing on both the south and the east. Route 66 running along the southern border of the field will no doubt be a corridor of development for future commercial and residential expansion of the sprawling Washington metropolitan area. Construction of the "Great America Theme Park" can only hasten this development. To accommodate the tourist traffic, Route 29-211 would eventually have to be widened at the very point where the Second Battle of Manassas was focused. Pressure may also be made to widen the small road passing through present park property connecting Route 66 with 29-211. Eventually, another interchange off Route 66 for the little road running south from the Dogan House may be required to facilitate visitors to the commercial park. The imagination does not have to be exercised to visualize the host of gas stations, restaurants, and motels that would spring up in that area to take advantage of the business potential. Land value inflation would seriously hinder future acquisitions for park property.

Who ten years ago would have predicted the high rise towers currently crowding the terminus of Key Bridge here in Washington or the once rolling woodland bordering Shirley Highway? It is true that such "progress" will bring additional revenue to the county, but is this enough to compensate for the problems that will follow?

[The ground proposed for this commercial site is not just another pasture. In Bruce Catton's words, it is "Hallowed Ground". Here in a period of one year, Americans volunteered their lives to build a united nation that had been divided for over thirty years. These sons were from Alabama, Arkansas, Connecticut, Delaware, District of Columbia, Florida, Georgia, Indiana, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Virginia, West Virginia, and Wisconsin. Each of these states has a vested interest in the land under discussion today. Not far from the proposed park is the site where Colonel Fletcher Webster, son of Daniel Webster, fell on August 30, 1862 at the height of the second battle.

This is indeed Hallowed Ground, a part of our American heritage. It should be preserved, and therefore I respectfully recommend to the Subcommittee that action be taken to insure that the character and nature of the National Battlefield Park and adjacent historical land is preserved.

I thank the Subcommittee Chairman and members for the opportunity to present these views. This concludes my prepared statement.

STATEMENT OF WILLIAM PRICE

MR. PRICE. Mr. Chairman and committee members, I'll try to be very brief, because I think our evening repast is becoming a thing of the imminent present.

MR. TAYLOR. I know I have about 200 letters to sign, and I am supposed to be at a dinner tonight, and time is getting a little close.

MR. PRICE. Well, we will try and get you there.

I speak as an interested historian today. I would just like to briefly summarize the key point in my prepared statement, that an important thing in the study of any battlefield or campaign, in conjunction with a study of the leaders, the commanders, is the terrain, the cultural, and the topographic features of the battle site itself; because in these, in many ways, determine the course of the battle.

This has been preserved pretty much at the present Bull Run Park site. Unfortunately, a good part of that which was in the Second Battle of Manassas, rests outside the park itself, and the property which is under discussion here today was the center point of the battle on August 30, 1862, known as the Second Battle of Manassas.

You can see how important this is when you talk about—like during the first battle, the gleam of bayonets that was spotted from a signal station. It is hard to understand without going to the field, and actually see the terrain that this had to cross, and the distance in miles.

We also see the many problems that were presented by the terrain there, and this helps us to understand the battle. Just a year ago, I was in Saigon, standing on top of a six-story building, and looking some 30 miles away at what is called VC Mountain, on the Cambodian border.

Then you begin to see the importance of the incursion into Cambodia, and understand the closeness of the relationship of attacking forces to the city of Saigon itself.

The importance of the property under discussion can be found in hearings before a committee of the U.S. Congress. These are known as the celebrated Fitz-John Porter case. There are maps accompanying those hearings—some 30 or 40 in number—which are the true positions in relation to this land, and they would be well worth consulting in relation to this hearing.

I don't like to be predictive, but in 1861—we are talking about traffic jams today, and this was before the advent of the automobile with 400 horses under the hood—we had a not minor traffic jam on present route 29-211, with people going out to the battle, and this was just with horses and buggies, and not for a great theme park.

I don't want to intimate anything here, but I believe the middle name under question here being Willard's—and I don't know whether that is related to the Willard Hotel—but even in those days, a shop at the Willard Hotel was preparing picnic baskets for the people who were going down to view this battle.

I am a little concerned today that the presentation of the Park Service was not more firm than it was. I remember some years ago, on the Potomac River, near Chain Bridge, we were faced with a high rise situation there, and we had a Secretary of Interior that I believe had Federal marshals serve papers, an injunction on bulldozer operators that were going in there to construct high rise.

I am not suggesting that here. There are certain assurances we need to protect this battlefield site. It has been here 112 years, I believe, this July, and I am sure it will be here 100 years from now.

I don't know what the status of the amusement park will be then. This is hallowed ground which we are talking about, and a part of our American heritage.

It should be preserved, and, therefore, I respectfully recommend to the subcommittee that action be taken to insure that the character and nature of the National Battlefield Memorial Park and the adjacent historical land be preserved.

I think the subcommittee for the presentation of the prepared statement of these views.

Mr. TAYLOR. Thank you.

Mr. PRICE. Any questions? Thank you.

Richard Chilton.

STATEMENT OF RICHARD CHILTON

Mr. CHILTON. I would like to begin by saying—by thanking the committee for holding these hearings at all, on this particular project and proposal, and I would like to request the indulgence of members of the audience, regarding some of the copies of my statement that are

less legible than others. I don't have as much capital as some other people, so I think you will understand.

I think the gist of my statement can be summarized in the last 1½ paragraphs.

Mr. TAYLOR. A copy of your attached statement will be placed in the record at this point.

[The statement follows:]

STATEMENT OF RICHARD CHILTON, WASHINGTON, D.C.

LET THE PLOWSHARES BE SPARED—VIEW ON "GREAT AMERICA"

As it began the men who loved this country recognized the severity of life in their time, how difficult the task to sustain themselves in this world, how solemn and humbled they felt when faced with the brute force and beauty and violence in the wilderness and of mere, human existence. No less are we unpretentious to say, living as we are in the latter third of this century, that our era offers as much challenge as it does promise, and that it is our responsibility as citizens, as well as our duty for both our posterity and heritage, to address ourselves to those issues which further the just and the right, and the light of the just to see the right.

The Board of Supervisors of Prince Williams County, Virginia, in originally requesting the Marriott Corporation to seek their entertainment center proposal known as Great America in the county, took it upon themselves an accountability not just to their jurisdiction alone but to the regional impact the proposal would have upon the northern Virginia, greater Washington area. The rationale for granting tentative approval has been the need of the county to substantiate a tax revenue based on other than residential development, and the need for local employment, primarily youth in the summer months. There is little evidence to deny that municipalities all over this country—rural, suburban, and metropolitan—are experiencing the pressures of inflation, the demands placed upon their services, dwindling tax resources, mismanagement, corruption and waste, all of which exist in modern government, and all which historically have a basis for exceeding the traditional modes of coping with these problems.

It is not the advocacy of this discussion to suggest dramatic changes in the administrative functions of the county, regional, state or national governmental bodies. The issues are complex, historical, and interdependent, and require an analysis beyond the mere traditions of our society, beyond our nationalism, beyond our pride in race, creed, or sex. Therefore this paper will not focus on answers or solutions, but at best conclusions, and in the very least direction.

The Marriott proposal should not be built, period. With due respect to the corporation and its varied interests, this attempt to capitalize on the tourism largely created by private or commercial interests in collaboration with the government's impetus to project a patriotism based on the historical myths of America and sense of justice, right, and duty in our Bi-Centennial era does *not* serve either our heritage nor posterity. With due regard to the past ceremony and pompous celebration are typical of states desiring in one form or another to perpetuate and preserve their nationalism or cultural fervor and indeed, the United States is no stranger to this kind of spiritual injection. Our Centennial was structured along this fashion, and for better or worse perhaps the times of the mid-seventies one hundred years ago in America reflected the character of our citizenry in such a manner whereby these occasions were welcomed, even necessary.

In our contemporary world fundamental issues now supersede our way of life because we no longer have historical limitations on the balance of our control over relations between ourselves, and the environment. We have encircled the globe with technology, and at once the world becomes smaller due to communications, and larger as to the depth of knowledge. War-making powers under the Constitution are scrapped because of the realities of the nuclear age, yet men still pilfer the bodies of women as we have but to understand the psychology of rape. Our existence is one of interrelation and contradiction, we have nowhere to escape anymore. We must face the challenge by the grace of God, or perish.

In this light matters of amusement for our leisure time take on as much importance as our work, as for many of us providing a service of professional

entertainment is our line of living. The success of certain ventures over others, notably the Disney Corporation's lucrative risks in California and Florida (not to leave out their misjudgment in the high Sierras with their proposed Mineral King Ski Resort) have prospered because of long, projected, responsible planning. Mineral King created controversy primarily for the same reasons Marriott's has encountered in Prince William, but at least the former was a long-term, commercial effort not geared to a particular time-frame, meaning, in this sense, the Bi-Centennial, and certainly (judging from the impact on their immediate environment of the Disney efforts as opposed to Marriott's), Mr. Disney's planners, I believe, took into account this relationship far more stringently.

This however, is not the main objection. It is basic to the direction this paper implies that what is paramount is not the effect or impact or even rational used in proposing or accepting such ventures, but their purpose in being offered or appropriated at all. If the county supervisors must find another source of tax revenue, and if the government desires to substantiate patriotism, and if a corporation wish to retain lucrative business investments, must it likewise be oriented toward further growth? What *are* our notions of growth? Are they reasonable, given our present state affairs, are they even desirable? What questions must we consider when confronted with change? Are we strengthening ourselves when, seeking short-term solutions, we perpetuate our government and our way of life, or are we doing so at the expense of the governed because we refuse to combat the long-range obstacles at hand. These are concerns of history, they were the inquiries made in the minds of men who loved life, liberty, and the pursuit of happiness. They are our heritage, and our fate and promise. Are we to shrink back from that duty, that cause to bear right in the light of justice?

Certainly building another Gettysburg or Freedomland complex adjoining one of the more beautiful and historic sections of rolling Virginia countryside is *not* in the best interests of Prince William, the regional Washington area, the state of Virginia, nor the nation. There are political, historical, environmental, economic, sociological, ethical reasons why the Marriott proposal should or should not be built, and this discussion has attempted to lay groundwork based on the inference of ethics as to why Marriott should be denied approval. Suffice it to say the Corporation has at present two similar ventures pending in Illinois and California, and if Marriott truly wishes to preserve a "Great America" let them invest in the historical and peculiarly environment vistas of our land.

Mr. CHILTON. I would like to suggest that on the sixth paragraph on the second page, there are a couple of typographical errors, and I can submit this so that it can be printed properly.

Mr. TAYLOR. Thank you.

Mr. CHILTON. As I am saying, the gist of my statement can be phrased, can be put in the last one and a half paragraphs; what I am essentially saying is, I am asking the questions what are our notions of growth?

Are they reasonable, given our present state of affairs? Are they even desirable? What questions must we confront, when presented with change?

Are we strengthening ourselves, or seeking short term solutions? Are we perpetuating our Government and our way of life, or are we doing so at the expense of the Government, because we refuse to combat the long range obstacles at hand?

These are the concerns of history, gentlemen. They are the inquiries made in the mind of those men who loved life, liberty, and the pursuit of happiness. They are our heritage, and our fate and promise.

Are we to shrink back from that duty, that cause, and right to the light of justice? Certainly, building another Gettysburg, or Freedomland complex adjoining one of the more beautiful and historic sections of rolling Virginia countryside is not in the best interests of Prince

William, the regional Washington area, the State of Virginia, or the Nation.

There are political, historical, environmental, economic, sociological and ethical reasons why the Marriott proposal should or should not be built.

In this discussion, I was attempting to lay groundwork based on the inference of ethics as to why Marriott should be denied approval. Suffice it to say that the corporation has at present two similar ventures pending in Illinois and California, and I found out at the meeting on March 16, in Manassas, that Marriott proposes five other theme park projects, between now—to be built between now and 1976, and that in context with all of these theme park plans, if Marriott truly wishes to perservere a great America, let them invest in the historical and peculiarly environmental vistas of our land.

I would further like to comment on my prepared statement, by just making a few observations. First of all, I, since childhood, have been a student of the Civil War. I have really, really enjoyed studying the history of all of the various battlefields, and as I have traveled about the country, I have tried to visit as many as possible.

When I arrived at Gettysburg last September I was very distressed at the commercialism in general, and the discussion for the proposed, now being constructed tower. I felt that the commercialism was particularly sad in the intensity of the national cemetery. I was very very surprised and unhappy at that development.

When I visited the Battle of New Orleans site, just outside of—I forgot the name of the Parish of New Orleans—but as you recall there are two parcels of that battlefield site, and on the southern parcel, the one that holds the national cemetery, there right next to it there is a factory or some kind of cement plant, or something to that effect.

There is a stack there that rises, I would estimate maybe 120 feet, and although the New Orleans site is not as serene and particular in terms of the site itself, rolling vistas and not very much development on the outskirts, I felt that the presence of this factory, when it was built, I don't even know, but the presence of this factory was a shame.

That was another sad point. When I visited Fredericksburg, I was aware of the air pollution that was effecting the valley that Fredericksburg situates upon. In Marriott's original Howard County proposal, since there was discussion about the relevance of the height of 350-foot structure, in regards to its impact on the Manassas site, for the Howard County proposal, they proposed a structure of approximately—up to 750 feet, and I don't know if they had the option of building less than 750 feet, but from my calculations, that is the equivalent of the height of the Seattle Space needle, or 200 feet higher than the Washington Monument.

I am sure, traveling along interstate highway, that that might have been a beacon, but once again in the gist of my statement of questioning growth, is this really needed?

In the Manassas proposal, they did revise that to 350 feet but I would question whether that would be needed at all, since some of you gentlemen might have visited the site—oh, excuse me, the battlefield site, you may recall that on—I believe it's the south side of 29—

211, from various sections of the battlefield park, you can already see, as I recall, a nine-story unfinished high rise structure being built, just west of Interstate 66.

You can see this particular structure that is being built right now from several sections of the battlefield park.

In an article that was released in the Washington Post the week of March 16, Thomas E. Burke, a Marriott spokesman, was quoted as saying that his company would have to take a long look at locating in Prince William if the park could not be opened by 1976, and as I imply in the first page of my prepared statement, that I believe that this emphasis of commercialism and this emphasis of the Government furthering patriotism toward the idea of more tourists, emphasis for our bicentennial year is really a—may be an inherent collaboration of the Government, and of commercial interest to capitalize on the historical heritage of this country, and as a private citizen I question whether that is responsible.

Mr. TAYLOR. Can you be through in about 1 more minute?

Mr. CHILTON. Okay.

I would just like to suggest that Mr. Brown said that the Marriott proposal would be reflective of the living history of this country, and that I would think that as a student of history and as a young private citizen that 20 or 35 years ago when the people, the engineers in California were looking upon the impact of the freeway system in Los Angeles, that I question whether or not 35 years ago they really recognized the impact of those freeway systems.

I would question whether or not the Board of Supervisors of Prince William County and generally of all these proposals in Santa Clara and Chicago, Ill., would realize the long range impact of these proposals.

I think from the historical standpoint as well from the standpoint of the crisis in society, that we are facing in the latter third of the century, that we had better think twice, and that I would recommend once again to the subcommittee that Federal legislation in this area in the years to come reflect more serious concern for many of the upcoming articulate spokesmen from our generation on these points.

Mr. TAYLOR. Any questions?

Mr. SKUBITZ. One question, Mr. Chairman.

Sir, on the first page you say that the Marriott proposal should not be built, period. Do you mean it shouldn't be constructed anywhere, or just at this particular site?

Mr. CHILTON. I would say that first it should not be constructed at this particular site. That is my primary concern. Second, in terms of my own personal analysis of the particular historical, political, sociological crises that our country is in right now, that none of these proposals in any section of the country should be built, period.

Mr. SKUBITZ. May I suggest you spend your money where you want to spend it, and let Marriott spend theirs where they want to spend it?

Mr. CHILTON. Well, I would just suggest that in terms of all the historical sites around the country that are being threatened at various points of time by development, or like the C. & O. Canal, because Agnes

went through, there is not enough money in the Federal budget to refurnish that, I would suggest that Congress would take a second look at the defense appropriations in regard to——

Mr. TAYLOR. We are getting pretty far afield when we talk about the defense appropriation problem.

Mr. CHILTON. OK.

Well, these are some of the questions. I think that my generation is asking, seriously questioning, our legislative representatives on this point.

I would just like to say that if representatives in local, State and national affairs don't deal with these questions that our generation comes up with, well, we might have to take a different course of action, which might hurt a lot of different kinds of people.

Mr. TAYLOR. Just what course of action are you suggesting?

Mr. CHILTON. Well, I would suggest nonviolent revolution.

Mr. TAYLOR. Well, are you ready to organize another revolution?

Mr. CHILTON. A nonviolent revolution, yes, sir.

Mr. TAYLOR. We would have another battle of Manassas, with American people against American people, is that what you want?

Mr. CHILTON. Well, I am suggesting that some of the crises that we face today have to deal with priorities, and that we have to deal with questions reflecting life, liberty, and the pursuit of happiness, and not the defense of property rights at the expense of life, not the defense of corporate rights at the expense of liberty.

Not the questions as you may note from my poem, I suggested that would Jefferson, would Lincoln, would Washington be proud? Would they feel that some of the things that are happening in this country today reflect the ideals and the principles upon which this country is based?

I would wonder. As a student of history, I would wonder.

Mr. SAYLOR. I wonder if some of you folks took a look in the mirror, if they would be proud of some of the folks of your generation too.

Mr. CHILTON. I don't deny that, sir.

Mr. TAYLOR. Well, thank you.

Mr. CHILTON. Thank you.

Mr. TAYLOR. I would like to ask Mr. Brown to rise for just one additional question?

Now, you said that the theme park would not be built if the interchange on Route 66 is not constructed. Now, would this also be true of the industrial park?

Mr. BROWN. Yes, it would be.

Mr. TAYLOR. None of the development would be built unless this interchange can be provided.

Mr. BROWN. That is correct, sir.

Mr. TAYLOR. Thank you.

Mr. SAYLOR. Mr. Brown, if that interchange is not built, will you tell us, or do you know what plans Marriott has for this land?

Mr. BROWN. No, we don't have a plan for that land at this time.

We assume that it would have to be sold for use by others, for other purposes.

Mr. SKUBITZ. Have you purchased the land already, or do you just have it under option?

Mr. BROWN. We have it under option, and we will be required to purchase several portions of it within the next few days.

Mr. TAYLOR. Well, this ends the list of witnesses.

We appreciate your patience, we appreciate your concern, and we appreciate your interest. We are trying to build a record, and we are trying to get information which will be of value to us in the future.

We do not have any specific legislation before us at this time. This was an oversight hearing. The subcommittee stands adjourned.

[Whereupon, at 5:45 p.m., the hearing in the above entitled matter was adjourned.]



